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CANTON NEWS.

RUMOURS AND ALARMS.

[FROM OUR CORRESPONDENT.]

CANTON, July 28th.
A non-commissioned officer in the Merchants' Volunteer Corps, returned to Canton from his native village yesterday. He had in his grip, a Mauser and another pistol, stamped and registered by the Canton Police and his own Corps. One of the privileges of being a member of this corps is the permission to carry firearms at all times and he was therefore entitled to have the pistols; moreover he is a well-known silk merchant in the Western Suburb. He was accosted on the Bund by two "Hin Bings" or gendarmes and they showed a desire to take his pistols. Upon protesting they took him in charge and brought him to their headquarters. On the way he met fellow-Volunteers and informed them of the facts. A report was made to their various stations and several hundreds proceeded to get his release and the return of the arms. They succeeded without much difficulty and a meeting was convened to take place at Sha Kee, near the British Bridge on Shamien. While the meeting was being held, it was decided to send out patrols to watch if any attempt at a reprisal would be made. Consequently a rumour went round the business section to the effect that the Canton authorities had requested the loan of all the Volunteers' firearms and on being refused had decided to disarm them, hence the big muster of Volunteers. The merchants were very much alarmed, and on enquiries being set on foot it was found that such was not the case. Some people even went so far as to state that the Kwangtung troops were being defeated and they wanted to disarm the Merchants' Volunteer Corps to facilitate looting when forced to leave. I am of the opinion that the Government in Canton would ever be rash enough to try to disarm this Corps which is strictly non-partisan. This incident is a mere straw in regard to the political situation, but it serves to indicate the disturbed conditions prevailing.

MILITARY MOVEMENTS IN CANTON.

Li Bing Wing a Kwangtung division commander previously stationed in Waichow, has moved his troops into Canton in compliance with the orders of the Director of Operations, General Li Kuei. He has refused overtures to be Civil Governor *pro tem* and has declared his intention to protect the city. Honam is guarded by Hung Leuk's troops and he has declared neutrality. It is reported that Li's troops will supplant Hung's in Honam, and this seems probable as Hung's men have been gradually separated, two or three battalions having been sent North, some posted on this side of the river and others dispatched elsewhere. The Kwangtung authorities, evidently wish to have in the capital of the province, troops owing direct allegiance to them. Meanwhile, the 1st Division of the Kwangtung Army, previously under General Tang Hang, who was assassinated before the present trouble broke out, and now under Leung Hung Kai, is to be quartered around Waichow. In my interview with General Ip Kuei, he stated that this body was with the Northern Expedition and had come over to their side.

Considerable numbers of troops have come into Canton also from Shik Lung and P' southern districts. The majority are sent North via Wongsah or Sai-chuen with all speed. Several times during the day I noticed ammunition, uniforms and equipment being carried through the city towards the railway station.

CONDITIONS IN THE CITY.

No improvement can be stated to have taken place in the City. Dr. Sun's warships still refrain from action beyond maintaining strict martial law in the anchorage and commandeering supplies of coal and rice that happen to pass in the vicinity.

THE NAVY.

It has been announced that Wen Shu Tak, the officer commanding the neutral cruisers, has applied to Dr. Sun for the custody of the ships now at anchor off Shamien. He is reported to have written at some length and pointed out to Dr. Sun the futility of hanging on. He mentions that there is very little hope of the Northern Expedition getting back and that the crews really do not wish to take part in the strife. Their object is merely to protect the Province. He also states that the people wish Dr. Sun to go North. This evening there was another report of pro-Sun gangs at work in the Tai Ping Maloo. I have also heard that many ricksha coolies have been forced to carry loads for the military and they are released when they get as far as the station at Sai-chuen.

Arrests of propagandists and pro-Sun partisans are becoming quite common and several in various localities were reported to-day. An investigation bureau with sub-stations has been organised to facilitate the work.

Ng Fay, Commissioner of Police, and now also in charge of the Mayoral duties has assumed charge of the Municipal Office and announced that he will take every step to protect the City.

A movement has been begun to obtain for the Police their pay in silver as the paper currency is very much depreciated. The various influential bodies are still trying to solve the difficulty of appointing a Civil Governor but nothing definite has eventuated.

THE NORTH RIVER.

A rumour that has been credited as true has been circulated to the effect that a General Li Wun Fuk, a Divisional Commander with the Kwangtung troops up north, has been killed in action.

Yesterday no train for the public left for Shikwan but I am told that one did go up without cargo or passengers, filled with military. This morning the usual passenger goods train left at about 10 a.m. being an hour after scheduled time.

Apparently the scene of action has been shifted from Shikwan to Yungyuen. It may ultimately turn out that the attacks on Shikwan were only a feint and the Northern Expedition's real objective is Yingtak. My informant tells me that Sun's troops are in close proximity to it, not actually in possession of Yungyuen. He mentions that there is not much difference in the attitudes of both sides when they get into a town. General Ip's reports claim that Sun's forces have been repulsed with casualties but I am told that up to the evening of the 26th they met with very little opposition. Ip is now endeavouring to concentrate his troops at Yingtak, where his second line is, and fighting will probably break out before Sun's troops can get to Yingtak. There is little danger of Sun's troops being attacked on the flanks by reinforcements direct from Waichow as there are no roads to speak of and the country is very hilly between Yungyuen and Waichow. The danger to this part of the Northern Expedition is the chances of the Kwangtung troops from Shikwan cutting them off and attacking their rear. The various Guilds in Shikwan, Lok-cheung, Cheung, Yung, Yungyuen, Yingtak, etc., are doing their utmost to bring the two armies to an understanding and arrange an armistice.

DR. SUN'S SHIPS.

As attempts have been made to bribe the officers and crews of his ships, Dr. Sun has forbidden them to go ashore. Any man going ashore must not return to his ship, as he may have become a propaganda agent. There is no doubt that efforts to destroy the loyalty of Dr. Sun's crews have succeeded to a certain extent.

CANTON BARBARITIES.

HOW DESERTERS ARE PUNISHED.

We are told by a reader who came down from Canton yesterday that two deserters from Chen's army are strapped to the iron gates of the Sun Company's store. It seems that these unfortunate men were condemned to be fastened in this position for two days, without food or water. At the end of this period of torture, they are to be shot.

"EVERYWOMAN" AT THE CORONET.

"Everywoman," the remarkable modern morality play, is attracting a great deal of attention in its pictorial form at the Coronet Theatre, where it figures as the "star" item of the current programme. All the characters in the film are given symbolic names and the plot relates the adventures of "Everywoman" (as the girl who takes the leading role is called) in search of Love. Aided by her friends, Beauty, Youth, Modesty and Conscience and her lover, mother who is known as Truth, this typical woman is beset by every evil passion, personified by the men who have sought to rob her of her virtue. Passion, Flattery and Wealth do their best to drag her down but she is also helped by a character called Nobody. After a stage career, a drunken orgie in the house of Wealth, and the loss of her money in a gambling den she offers to sell herself to wealth and is rejected. Then it is that Truth takes her in and betrays her and she finds Love after all. The picture has been produced on a very lavish scale, but its lavishness never offends against good taste. Violet Heming has the title role. She has the necessary charm of face and figure to give a wholly satisfying performance in the part and in the supporting cast figure such well known names as Bebe Daniels and Wanda Hawley.

IRRITATED & INFLAMED EYE

can be directly traced in many cases to the Sunday Motor trip and Golfing. The dust from sections of the local roads contain a decided eye irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of Sun glasses. Sun glasses of any pattern with either Crookes, Luxel, Fluzal, Amber, London Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent manufacturing optical establishment in South China—located in 53, Queen's Road Central, (opposite to the Ringer Sewing Machine Company—ADVT 110)

SOLDIERS COURT-MARTIALED.

CHARGE OF BEING OUT OF BOUNDS IN WANCHAI.

Corporal J. Millar, S.S. Co., R.G.A. was brought before a District Court Martial yesterday morning on charges of being out of bounds. The Court assembled at Murray Barracks and comprised Major T. Lawes, R.G.A., Capt. Cross, Kings Regt. and Lt. C. R. Wallis, R.G.A.

The accused denied the charges. Major Hickling presided and Lt. Thornton defended. Serjt-Major Williamson, R.G.A., spoke to receiving a report that prisoner had been placed under arrest for being out of bounds in the Wanchai district on the 15th inst. The accused had been out of bounds during his period of duty. Accused was aware of the fact that the Wanchai district was out of bounds as the information had appeared in various orders.

A corporal of the Kings Regt. said that on the 15th he was on police duty in Wanchai district. He saw the accused in Sampan Street, which was then out of bounds to all troops. He took his number and name and ordered him to return to barracks.

Lt. Thornton, on behalf of the accused, said that the "N.C.O." having completed his duty, decided that a blow in a ricksha would do him good. Passing the top of Sampan Street he saw a crowd and a policeman. Thinking there might be trouble, he went to assist the police. He was then seen by the Corporal and ordered to return to barracks. This order was complied with.

Pte. (Lee-Chih) J. Smith was next brought before the Court and charged with being absent without leave, drunkenness, and striking Ptes. Parkinson and Jones. He pleaded not guilty. Lt. Humphrey prosecuted and Lt. Reading appeared as prisoner's friend. The decision of the Court will be promulgated.

"A BRUTE BEAST."

MAN SENT TO PRISON FOR ILL-TREATING AN APPRENTICE.

For beating an apprentice excessively, the master of a small shop in Yau-mat, was severely reprimanded by Mr. Lindwell, at the Magistracy, yesterday, and sent to prison for 14 days without the option of a fine.

The story for the prosecution was that the boy had been sent out to buy goods, and, having wasted his time, the master ill-treated him on his return, cutting the boy's forehead and face and lashing the boy on the back with the handle of a feather duster. The beating aroused the indignation of the neighbours and the case was reported to the Yau-mat police, who arrested the man and took care of the boy.

At the Magistracy, the boy's back was shown to Mr. Lindwell. Although the punishment was administered on the 24th the welts on the back still looked raw and sore.

Dr. Wong, Assistant Medical Officer at the Kwong Wah Hospital, in reply to the Magistrate said he did not think any father or master had the right to beat an apprentice to that extent.

The defendant admitted beating the boy, but said he did not consider the beating excessive.

The Magistrate: He has been assaulted on the face, forehead and back; why did you do that? You are a brute beast! The defendant: He received the injuries to his head by knocking his head against something.

The Magistrate: That is a lie. You will be sent to prison for 14 days. You want masters beating apprentices like this.

To Inspector Willis, his Worship gave instructions for the child to be handed over to the Secretary for Chinese Affairs, adding that it was quite obvious the boy could not be sent back to his former master.

MUSTSAI APPEAL CASE

AT SINGAPORE.

SAVAGE ILL-TREATMENT OF A YOUNG GIRL.

A case which the acting Chief Justice, Hon. Mr. P. J. Sproule, described as "Mustai" came before him last week in an appeal from the lower courts.

Lee Fao was sentenced recently in the lower courts to three weeks' imprisonment and a fine of \$100 on a charge of cruelly ill-treating a ten year old adopted daughter, and the magistrate, in passing sentence, held that there had been a systematic course of savage ill-treatment.

Mr. Eber in the appeal proceeding submitted that there had not been proof of systematic and savage treatment, whereupon his lordship observed that there had been at least three acts of bad beatings.

Mr. Eber suggested that the lady doctor, who had given evidence, might have been prejudiced out of sympathy for the child who herself had stated "she did not work well, she was beaten seldom" and that "she did not know why she was beaten."

Major Langley, Solicitor-General, submitted that there was nothing to support the withdrawal of imprisonment.

His Lordship upheld the conviction, reduced the sentence of imprisonment to 14 days and ordered the appellant to pay an additional fine of \$50.

INTIMATIONS

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

WE, the PO SHUN STEAMSHIP COMPANY, LIMITED, of Victoria in the Colony of Hongkong, hereby give notice that in consequence of her present name being unsuitable we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "PAZ" of the Port of Manila Official number of gross tonnage 1,400 tons, register tonnage 854 tons, heretofore owned by MADRIGAL AND COMPANY of Manila, the Philippine Islands for the permission to change her name to "NEW MATHILDE" and to have her registered in the new name at the Port of Hongkong as owned by us the said PO SHUN STEAMSHIP COMPANY, LIMITED. Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement. THE PO SHUN S.S. CO., LTD. Dated at Victoria aforesaid this 24th day of July, 1922. [1281]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF WILLIAM POWELL, LIMITED

AND IN THE MATTER OF THE HONGKONG COMPANIES ORDINANCES 1911-1921.

NOTICE IS HEREBY GIVEN that a Petition was on the 17th day of July, 1922, presented to the Supreme Court of Hongkong by the above named Company to confirm an alteration of the said Company's objects proposed to be effected by a Special Resolution of the said Company unanimously passed at an Extraordinary General Meeting of the said Company held on the 7th day of June, 1922, and subsequently unanimously confirmed at an Extraordinary General Meeting of the said Company held on the 26th day of June, 1922, and which Resolution runs as follows:—

"That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this meeting."

AND NOTICE IS FURTHER GIVEN that the said Petition is directed to be heard before His Honour the Chief Justice on TUESDAY, the 1st day of AUGUST, 1922, at 10.15 o'clock in the Forenoon, and any person interested in the said Company whether as Creditor or otherwise desirous to oppose the making of an Order for the confirmation of the said alteration under the above Ordinances should appear at the time of hearing by himself or his Counsel for the purpose, and a copy of the said Petition will be furnished to any such person requiring the same by the undersigned, the said Company's Solicitors on payment of the regulated charge for the same. Dated the 22nd day of July, 1922. DEACON & HAISTON, 1, Des Vaux Road Central, Hongkong. [1274] Solicitors for the Company.

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Letters are lying at this Office for: Boxes QV, RF, RU, RV, TH, TP.

WANTED.—USED POSTAGE STAMPS of all kinds, Common or Rare, any amount, up to ten or a hundred thousand, or more. (Good prices paid. Buying list free. Address: One Stamp Co., Box 765, Manila, Philippine Islands. [1206]

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Back of STAR THEATRE.

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You need them now. To postpone wearing of glasses because of ground prejudice, is to take risk with your eyes. To begin to care for your eyes to-day better than to-morrow. One eye, if both, may be slightly defective, defects can only grow worse if the eyes are left to grapple with them unaided. Come and get the benefit of our Scientific method of Sight Testing, and modern equipment. Let us give you an accurate knowledge of the condition of your eyes.

CHINESE OPTICAL CO., 87, Queen's Road, [1287]

A TWO-YEAR OLD MURDER.
HUMAN SKULL AS EVIDENCE.

A human skull on the solicitors' table at the Magistrate's Court yesterday afternoon, was the object of much curiosity to those present in Mr. Hamilton's Court and for the Chinese the gruesome object seemed to have a weird fascination. The skull was brought into Court on the instructions of Mr. Valentine who was present in Court as a technical witness in a two-year-old murder case in order to show to the Court the passage of the bullet which caused the death of a woman. The evidence of witnesses was, however, sufficiently clear that the skull was not required in explaining the bullet's course. It, however, remained on the solicitors' table throughout the afternoon and served the purpose of being a very unimpressive paper weight.

Mr. T. M. Hazlerigg, Assistant Crown Solicitor, appeared for the Crown; the defendant was not legally represented. Mr. Hazlerigg said the charge arose out of the murder on February 20th, 1920, of a woman named Tan Wai Ching, at No. 12, Wa In Fong West. The murdered woman was the concubine of a man named Ku Ping Nam, and the defendant was the son of Ku Ping Nam, by his principal wife, Leung Mui Lin. The deceased woman resided at No. 12, Wa In Fong West with her two small children. The only other occupants of the floor were the deceased woman's aunt and a married woman named Lau Mi Chun, who shared the floor with the deceased. The witness would state that the defendant was a frequent visitor to the premises and that his visits were generally accompanied by demands for money. As the aunt could not be traced, he evidence of what took place was limited to that of the daughter and the aunt. Lau Mi Chun, at 8 a.m. the defendant called and spoke to the deceased for a few minutes and then left. The conversation between the two was not overheard by the witnesses. About 11 a.m. or 12 noon he called again and asked the deceased for the loan of \$50. Being unsuccessful, he left after about five minutes. At 1 p.m. he called again and he stood at the stair head he spoke to the deceased. The conversation was overheard. In brief, he asked for \$50, she reduced his request to \$30. Being told by the deceased that she had no money, he told her that she should borrow or that she should give him something, pawn, and a heated argument took place. He then showed her a pistol, apparently as a threat, but the deceased refused to let him have anything. Just as he was leaving the premises, he turned and fired two shots at the deceased and ran up stairs. The deceased fell unconscious, with a bullet wound in her head. She died a few minutes afterwards without regaining consciousness.

The defendant was brought by the police, but was not traced until July 9th, when, on information received, Inspector Fallon arrested him at his residence, 31, Pokfulam Road, and floor. When arrested the defendant said: "I am not Ku Tai Mui, did not murder any person. I have been in Hongkong for several years. I do not break any law."

Continuing Mr. Hazlerigg said:—At the set it appeared that in the absence of Scott from the Colony, we should have some difficulty in getting satisfactory evidence as to the cause of death. Fortunately, however, the case was from the hands of an officer who had such an interest in it that after the dissection of the body at the mortuary, he then saw the head of the deceased opened up and Dr. Scott traced the course of the bullet from the entrance wound behind the left ear, through the brain to a larger and deeper wound of egress above the temple. "I propose that Dr. Valentine should be in Court during the evidence, and should state whether such a wound as he will hear described must have caused the death of deceased."

Dr. Valentine's evidence was to the effect that he visited the house subsequent to the murder and found the body lying on the floor with a bullet wound in the left side of the head. On searching the room he found a bullet of .338 calibre which he did not connect with the bullet hit anything. There was a bullet mark in the wall about two feet high. There was also a bullet on the table leg.

Continuing the Sergeant said he at the post-mortem examination conducted by Dr. Scott, who, after opening the skull, traced the course of the bullet through the brain. Several small fissures in the head were broken, and a wound was large and jagged. At this stage Dr. Valentine produced a human skull, which, if necessary, to be used in explaining to the Court the course of the bullet. As the ship fully understood the course of the bullet, the skull was not used.

The married woman, who was present at the time of the murder, knew the defendant and described him as a man of about 30 years of age, of medium height, with dark hair, and a small mustache. When the defendant was brought into Court, he was dressed in a dark suit, and was accompanied by a man who said he was his brother. The defendant was then asked to state his name and address, and he replied that he was Ku Tai Mui, and that he was a resident of 31, Pokfulam Road.

There were three shots fired in rapid succession. She then rushed running down stairs, and was lying on the ground, all wound in her head. The Magistrate, if she interfered, the woman in any way, the witness instructed the man to leave the room. She then added, in a tone of voice, "Do you want to be brave as to touch a woman?"

CORRESPONDENCE
THE PEAK HOSPITAL.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir,—The report in this morning's paper of the interview with Dr. Marriott will, no doubt, have been perused with great interest by those inhabitants of the Colony who are anxious to see that adequate hospital facilities are provided. Although it is perhaps natural that the Secretary of the Company is very desirous to prevent the Hospital being closed, it will probably appear to a good many that this anxiety has carried him a little too far, when he describes treatment in one's own home as taking place under make-shift conditions.

There certainly must be cases when, provided a duly qualified nurse is engaged, the house is suitably located, and the attending physician does not live at a considerable distance, treatment in one's own home might even be preferable to treatment in a hospital. Dr. Marriott's opinion does not seem to show a great deal of appreciation for the great care which in such cases is almost invariably shown by the doctor, nurse and inmates of the house.

As long as negotiations were pending between the Hongkong Government (and their technical staff) and the firm of doctors, the Hongkong public presumably will have felt that this was a matter which could best be left alone. And when, at another stage, discussions were resumed with the Committee of the Chamber of Commerce, consisting of businessmen with a wide knowledge of the needs of the Colony, any attempt at interfering appeared equally undesirable.

The case, however, assumes a different aspect now that Dr. Marriott suggests that the risk of annual loss should be spread over the whole community using the hospital. The definition seems somewhat vague, but probably a guarantee fund, raised by public subscription, is meant or the drawing up of a list of "patrons" of the hospital and/or public spirited citizens, willing to bear a share in the annual loss (if any).

When about three years ago, the managers of the Peak Hospital, Ltd., approached the Chamber of Commerce with a reorganisation scheme, they suggested that the present building should be pulled down and that a "modern fully equipped" Nursing Home should be erected in its place, which might lead one to think that the present building is not so very suitable, after all. And although it is only natural that Dr. Marriott entertains a very high opinion of the treatment in the hospital, of which he is the Secretary, it is quite possible that there is still the proverbial "room for improvement."

In case, therefore, the idea of an appeal to the public is seriously taken up, I venture to suggest that a small Committee be formed of a few independent medical, building, and financial experts, to make a thorough examination of the present suitability of the hospital building, furniture and any further details incidental to the general treatment of patients (very likely quite a number of ex-patients are available in the Colony) and the financial position.

Only with a favourable report of this Committee, can it be expected that the public will give the scheme its wholehearted and continuous support. Half measures in this respect will hardly do. Temporary assistance might be forthcoming, but the Colony would probably have to face again very soon the problem of obtaining hospital treatment on the higher level.

Thanking you for the insertion of the above in your paper, I remain, yours truly,

ALEX. W. VAN ANDEE.
Hongkong, 27th July, 1922.

THE IMPORT AND EXPORT OF CARGO.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir,—A case was heard yesterday at the Magistrate's Court in connection with the export to Canton of a cargo of rice. As the newspaper reports of this case are not entirely accurate and as the main object of bringing the charge was to correct publicly any impression that might exist that the ordinary formalities necessary for importing or exporting cargo are relaxed by the new Ordinance, I shall be glad if you will allow me to state (a) that the defendant firm was not a rice dealer, but a shipping company; (b) that the offence proved was the acceptance of a large consignment of rice and paddy without any authorization from this department; and (c) that the destination, Canton, and the nature of the cargo, rice, were quite unimportant details, all manner of cargo to all destinations being alike under the necessity of being covered by the usual declaration made to this department. I am, sir, your obedient servant.

N. L. SMITH,
(Superintendent.)
Hongkong, 27th July, 1922.

Dr. D. J. Valentine entered the witness-box and said that, after listening to the evidence in Court, he was of the opinion that death was due to a bullet passing through the head. The bullet must have passed through a vital part of the brain. On entering the head the bullet would have an explosive action and this would probably account for the small bones having been broken as described by Sergeant Dorling.

The case was later adjourned for further hearing.

HONGKONG PHILATELIC SOCIETY.
ANNUAL MEETING.

The annual meeting of the Hongkong Philatelic Society was held yesterday afternoon at the office of Mr. M. S. Northcote, Victoria Building. There were present Mr. M. S. Northcote (President of the Society), and Messrs. W. L. Leask, C. James, A. L. Terry, O. B. Raven, D. J. Brown, and P. M. Ellis (hon. secretary).

Mr. Northcote said they had now terminated the first year of the existence of the society and he thought the members would agree with him that, judging from the secretary's statement, the year had been a most successful one. When all exchanges, payable and receivable, had been cleared the Society would have a balance in hand of about \$75 with which to commence the new year. The volume of exchange, though not large, had been useful, and members had been able to make satisfactory additions to their collections. The arrangements entered into with the Malayan Stamp Exchange Club would, no doubt, give members an excellent opportunity of obtaining high value stamps, not easily obtainable otherwise, at reasonable prices. Some useful additions had been made to the Club Library of which members would no doubt avail themselves. He had great pleasure in proposing the adoption of the accounts.

The motion was seconded by Mr. Leask and carried.

The next business was the election of officers and Mr. Northcote announced that he would be leaving the Colony during the year, and suggested that Mr. Leask take over the presidency.

At the request of Mr. Leask, Mr. Northcote agreed to accept the Presidency until such time as he should be leaving Hongkong. Mr. Northcote then added "I shall not be coming back to Hongkong. It is my personal intention to retire for good."

On the proposal of the Chairman, seconded by Mr. Leask, the committee was elected on behalf of the Society. The committee consists of Messrs. M. S. Northcote, W. L. Leask, C. James, and A. L. Terry.

Mr. D. J. Brown was elected hon. secretary in place of Mr. Ellis, who announced his intention of leaving the Colony for a holiday during the incoming year.

Mr. Chairman then read a letter from the Postmaster-General (Mr. S. B. C. Ho) in which he said as follows:— "I am going to expose in a frame in the hall of the Post Office a complete set of Hongkong stamps which are on sale. Different shades and water-marks will be shown and it is thought that this will be of use, not only to visitors who are interested in stamps from whom we get many enquiries, but also to Hongkong collectors."

The letter goes on to ask for the assistance of the members of the Philatelic Society in arranging the scheme and concludes: "In time it may be possible to obtain a complete set of Hongkong stamps showing all shades and water-marks."

Mr. Northcote asked those members who wished to assist in this matter to get in touch with the Postmaster-General. This concluded the business before the meeting.

EUROPEAN LADY THROWN OUT OF RICKSHA.

COOLIE ALLEGED TO HAVE OVERTURNED RICKSHA.

It is alleged that as the result of dissatisfaction with the amount paid to him for carrying a quantity of luggage across the ferry from Hongkong to Kowloon, a sturdy street coolie overturned a ricksha, and the occupant—a European lady named Mrs. V. S. Giles of No. 12, Knutsford Terrace—was thrown heavily on to the ground.

The street coolie was charged before Mr. Lindsell, at the Magistrate's yesterday, with disorderly conduct. Sub-Inspector Grant, who was in charge of the case, informed the Magistrate that Mrs. Giles was slightly indisposed as the result of the accident and unable to attend Court.

It was also stated by the Inspector that Mrs. Giles gave the man 50 cents, of which 40 cents was for carrying the luggage, and 20 cents for ferry fare.

A foreman of a ricksha firm who witnessed the occurrence said he noticed the lady arriving at Kowloon on Wednesday, followed by the coolie carrying luggage. She engaged four rickshas.

The Magistrate: Had she so much luggage?

The witness: Oh, no; there were some children with her.

Continuing, the witness said that when the ricksha moved off the defendant caught hold of the left side of the hood of Mrs. Giles' ricksha, which was upset. The defendant did not attempt to run away. He went quietly to the Water Police Station.

The defendant, when asked to plead, said he did not touch the ricksha. It was upset as the result of a collision with another ricksha.

The ricksha puller bore out the story as told by the ricksha firm foreman. The Magistrate decided to put the case back until this morning for the attendance of Mrs. Giles.

COMPANY MEETING.
SANDAKAN LIGHT AND POWER COMPANY.

The first meeting of shareholders of the Sandakan Light and Power Company (1922), Ltd., was held at the offices of Messrs. Sheehan, Tones & Co., yesterday morning. Mr. R. G. Sheehan presided and there were also present Mr. Tong Hok Ting, member of the consulting committee, Mr. A. A. Rotello (secretary), Messrs. S. F. Chubb, R. Farrant, Tsai Tsan Tai, W. J. Hawkes, E. J. Tavares, H. H. Taylor, J. Toppin and Poon I. Cho (shareholders).

The Chairman said:—Gentlemen:—This is the statutory meeting of shareholders held in accordance with the requirements of Ordinance No. 35 of 1911. On the table is a list showing the names, descriptions and addresses of the members of the Company, and the number of shares held by them respectively, and this list is open and accessible to any shareholder during the continuance of this meeting. The statutory report was sent out to shareholders on the 18th inst., and contains all the information required by the Ordinance. Copies of this report are in your hands, and from it you will be able to see what has been received and disbursed on Capital account in the short time elapsed since the Company was authorised to commence business on the 27th April last.

There is but a modest affair at present, but Sandakan is a growing and progressive place and we feel confident that the concession for the supply of electrical energy for light and power which has been taken over by us will in course of time prove valuable and remunerative to this Company. The former Company did a great deal of pioneer work, the benefit of which we shall reap as the demand for electricity increases and the number of our consumers becomes greater. All this is a matter of time, for our experience as General Managers with other electric light companies has taught us that a large number of our customers have to be educated up to the use of both light and power before they will relinquish their methods.

Our Agents in Sandakan, the North Borneo Trading Co., Ltd., and all connected with our business there, are very sanguine as to the future of the enterprise and in this regard I cannot do better than quote the following extract from a letter from our agents there which reads as follows:—

"As you are aware, Sandakan, although still in its infancy, is in course of rapid development from which we will assuredly feel the benefit a few years hence. Apart from a reclamation scheme that is in progress for the purpose of increasing building sites, there is a water supply scheme in course of construction, the pumps for which it is proposed to drive by electrical energy, and these when running at full pressure will consume approximately 500 units a day. This, coupled with power to be supplied to the Sandakan Ice and Canned Water Co., Ltd., the Shipway Company and to the North Borneo Trading Co., Ltd., will represent a very satisfactory day load and will be augmented by numerous small motors that have already been supplied to Chinese Companies. We are pleased to say that the new plant is now in course of construction and subject to no delay being experienced in the delivery of the switch-board, generator and motor parts, details of which the Resident Engineer has already advised you, its completion can be looked for early in the New Year. The sawdust furnace will be working by the end of July, by which means we anticipate reducing our consumption of coal fuel by at least 30 per cent, which represents a very appreciable amount, as will be seen by reference to our monthly reports."

The new plant to which they refer will be a great improvement to the Station and should effect a substantial reduction in the cost of the output of current and correspondingly improve our net return. This is all, I think, I can usefully tell you at this early stage of our existence, but before I sit down, if any shareholder desires further information on any particular point, I shall be pleased to give it to the best of my ability.

There were no questions and this concluded the business of the meeting.

WARNING TO MOTORISTS.
SERIOUS CHARGE AGAINST CHINESE GARAGE MANAGER.

A case of much interest to motorists was mentioned at the Magistrate's yesterday, when a charge of fraudulent appropriation of motor-car parts was preferred in Mr. Lindsell's Court against a Wai Tsun, manager of the Wanchai Garage. The complainant in the case is Mr. Lau Yik Cheuk. At the request of Inspector Blackman the case was put back to Saturday next for hearing.

The allegation against the defendant is that he replaced two new tyres on the complainant's car No. 672, which had been sent to the garage for repair, by two old ones. The two new tyres were afterwards found on motor car No. 457, which belongs to the garage. In view of previous trouble, the complainant took necessary precautions to note the numbers of the various important parts of the car. In this way he was able to trace the missing tyres. The proprietor of the garage, named Lee, Ho, Keo, is wanted by the police in connection with the affair, but up to the present he has not been traced.

LANE, CRAWFORD, LTD.



ASPARAGUS.

Peeled Asparagus	per tin	.90
Mammoth	"	.80
Asparagus Tips	"	.80
Pure Olive Oil, C. & B.	.60, 1.00 & 1.90	
Mayonnaise	"	.90
Salad Dressing	"	.60

PHONE 1741.

A NEW STOCK OF
BAROGRAPHS.The
Special Self Recording BarometerAND
The B.O.T. Pattern
Marine Mercurial BarometerAT
LANE, CRAWFORD, LTD.,
HONGKONG.COLUMBIA
FIBRE NEEDLESAND
CUTTERS

NEW STOCK JUST RECEIVED

AT
ANDERSON'SWm. Powell Ltd.
TELEPHONE 3140.NEW STOCK
just unpacked ofTHE
POPULAR

"BATSWING"

BOW
TIE.We have now a very smart selection in all silks
and invite your inspection. Prices from \$1.00.

NEW ADVERTISEMENTS

HONGKONG LAWN TENNIS ASSOCIATION.
THE SHIELDS will be presented to the winners in the A & B Divisions by Mrs. SEVEN on SATURDAY, 29th inst. at the Indian Recreation Club Grounds. Exhibition Matches will be played. The Red & Green Divisions will be played on 4 p.m. JOHN C. FLETCHER, Hon. Secretary.

TO THE PUBLIC.
NOTICE.
THE KAU LUNG SZE YUEK KAI FONG PERRY CO. LTD.

THE above-named Company HEREBY GIVE NOTICE that on and after the FIRST DAY OF AUGUST, 1922, no tickets will be recognized for the said Company unless such tickets are bought at the Company's Ticket Office at Victoria Street Wharf and Western Market Wharf situated in Hongkong or at the said Company's Wharves at Yuenai, Mongkok or Shamshing situated in Kowloon. It is also NOTIFIED for general information that all tickets will be available for the day of issue only.

HONGKONG HOTEL CO., LTD.
NOTICE.

SHAREHOLDERS are reminded that a SECOND INSTALLMENT on the above of \$5 per share (\$4 plus \$1 premium) is due on TUESDAY, the 15th August, 1922. Remittances should be made to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, in Hongkong, on or before that date.

THE REGISTER OF SHARES of the Company will be CLOSED from WEDNESDAY, the 28th to TUESDAY, the 15th AUGUST, 1922 (both days inclusive) during which period no transfer of shares can be registered.

THE EAST ASIATIC COMPANY, LTD.
COPENHAGEN.
T. M.S.
"JAVA"
Having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risk into the hazardous and extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 3rd of August, 1922, will be subject to sale.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. GODDARD & DOUGLAS on the 3rd of August, 1922, at 10 A.M. All Claims must reach us before the 6th of August, or they will not be effected.

No Fire Insurance will be countermanded by MANEY & BACKHOUSE, LTD., Agents.

NOTICE.
A NEW TELEPHONE EXCHANGE to serve the PEAK AREAS will be opened on 28th inst. After this date calls for Peak Subscribers may be made by using the present numbers until such time as the new edition of Telephone Directory is in circulation.

The Hongkong Exchange will be known as CENTRAL EXCHANGE, dating from 29th inst. While making a call each Subscriber is kindly requested to give the name of the Exchange to which the desired number is connected.

CHINA & JAPAN TELEPHONE & ELECTRIC CO., LTD.
27th July, 1922.

WAR DEPARTMENT CONTRACT.
SEALED TENDERS will be received at the Headquarters Office, Victoria Barracks, Hongkong, until 12 o'clock Noon, on the date stated, for the undermentioned service for the period 29th August, 1922, to 31st March, 1923.

SUPPLY OF COAL, COKE, CHARCOAL AND FIREWOOD—10th AUGUST, 1922.
Tender Forms and any necessary information may be obtained at the above office between the hours of 10 a.m. and 4 p.m. daily. Tenders will only be entertained unless accompanied by a deposit of \$100 as a guarantee of good faith.

The right to reject the lowest or any tender is reserved.

TO-NIGHT AT THE CORONET EVERY WOMAN

KOWLOON THEATRE.
SHOULD A WOMAN TELL?

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By Order of the Board of Directors,
A. V. WARD, Acting Secretary.

Hongkong, 27th July, 1922.

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Head Office of the Company, Nos. 3 and 4, Queen's Buildings, in the Colony of Hongkong, on FRIDAY, 18th day of August, 1922, at 12.15 p.m., for the purpose of considering and if thought fit approving the draft New Articles of Association of the Company which will be submitted to the Meeting.

A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office at Queen's Buildings aforesaid. Should the Meeting approve of such new Articles with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:

"That the new Articles already approved by the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

INTIMATIONS

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Society will be held at the Head Office of the Society, Nos. 3 and 4, Queen's Buildings, in the Colony of Hongkong, on FRIDAY, 18th day of August, 1922, at Noon, for the purpose of considering and if thought fit approving the draft New Articles of Association of the Society which will be submitted to the Meeting.

A print of such new Articles and a print of the existing Articles may be seen at the Society's Registered Office at Nos. 3 and 4, Queen's Buildings aforesaid. Should the Meeting approve of such new Articles with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:

"That the new Articles already approved by the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Society to the exclusion of and in substitution for all the existing Articles thereof."

AND NOTICE IS HEREBY GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Society will be held at the Head Office of the Society, Nos. 3 and 4, Queen's Buildings aforesaid, on TUESDAY, the 15th day of September, 1922, at Noon, for the purpose of receiving a Report of the Proceedings at the above mentioned Meeting and of confirming if thought fit as a Special Resolution, the above mentioned Resolution.

Dated this 8th day of July, 1922.
By Order of the Board,
C. MONTAGUE EDE, General Manager.

1212

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

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Dated this 8th day of July, 1922.
By Order of the Board,
C. MONTAGUE EDE, General Manager.

1213

THE CHINA FREE INSURANCE COMPANY, LIMITED.

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Dated this 8th day of July, 1922.
By Order of the Board,
C. MONTAGUE EDE, General Manager.

1214

NOTICE OF REMOVAL.
WE have from THIS DAY, Removed our Office to 35, WINDHAM STREET, R. K. MODI.
Hongkong, 27th July, 1922. [1298]

NOTICE.
MR. C. W. ANDERSON having resigned his position in our Office, his authority to sign contracts for the Company is now at an end.
Dated the 25th day of July, 1922.
CANADIAN PACIFIC S.S. LTD., P. A. COX, General Agents.
[1298]

OFFICE ACCOMMODATION AVAILABLE
at CONNAUGHT HOUSE.
(LATE THE ASTOR HOUSE HOTEL).

OVER 50 LARGE ROOMS to be let for use as Offices, Chambers, Shops, etc. Immediately at Moderate Rentals. Apply for full particulars, terms, etc., to MESSRS. HASTINGS & HASTINGS, Solicitors, etc., New Venus Road Central.
[1292]

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NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of ONE SHILLING per Share on account of the year 1922 has been declared.

THE DIVIDEND will be payable on and after WEDNESDAY, the 2nd day of August, 1922, to Shareholders on the Register on TUESDAY, the 8th day of August, 1922, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 2s. 7 1/2d. per Dollar.

By Order of the Board,
W. E. ROBERTS, Secretary.
Hongkong, 24th July, 1922. [1279]

INTIMATIONS

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PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale to be held on MONDAY, the 31st day of July, 1922, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of one Lot of CROWN LAND at Pokfulam in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No. 100. Boundary Measurements: 100 feet by 100 feet. Area: 10,000 sq. feet. As per site plan. [1298]

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CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

MARINE STRIKE ON THE GREAT LAKES.

ANOTHER WAGE CONTROVERSY.

DETROIT, July 28th.
The marine firemen, oilers, water-tenders and coal-passers on the Great Lakes, have voted in favour of a strike in connection with a wage controversy.

THE PRINTERS' STRIKE.

COMPLETE STOPPAGE OF WORK IN THREE COUNTIES.

LONDON, July 28th.
There have been defections on both sides in the printers' dispute. A number of men returned unconditionally, and some masters are agreeing to pay the old rates, refunding deductions already made.

Lancashire, Yorkshire and Cheshire are the most badly hit. There are 15,000 employees idle in Yorkshire, and 3,000 in Lancashire and Cheshire, where there is a complete stoppage of newspaper and jobbing offices in twenty-three towns.

U.S.A. COAL STRIKE.

THE TROUBLE EXTENDS.

MUSKOGEE, July 28th.
An important development in the strike is announced. All engineers, pumpmen and firemen employed in the coal mines in Oklahoma, Texas, and Arkansas have declared a general strike.

TWENTY-FIVE MORE SHIPPING-BEARD VESSELS COMMISSIONED.

WASHINGTON, July 28th.
The Shipping Board has withdrawn twenty-five additional vessels from its idle fleet, to bring coal from Great Britain.

LIQUOR SMUGGLING IN AMERICA.

A QUESTION OF JURISDICTION.

WASHINGTON, July 28th.
In connection with the attempt by the Treasury Department's prohibition navy to extend its jurisdiction beyond American territorial waters, it is learned from the State Department that no such right to search, as claimed in a note sent to the British Government, is defensible under existing international law, but it is intimated that if the British authorities are willing to enter into a special agreement to permit the search of British vessels for liquor on the high seas, it will be highly agreeable to officials here; but the more immediate concern is the question of stopping the alleged practice of issuing fraudulent clearance papers to ships despatched to land liquor in America.

GERMAN POLITICS.

GIVING BAVARIA TIME TO RECONSIDER.

PARIS, July 28th.
Advices from Berlin state that apparently with a view to giving Bavaria an opportunity to reconsider her attitude, the Imperial Government has issued a declaration in which it states that it considers the Bavarian decrees are invalid, infringing Imperial legislation, and points out the serious consequences that will attend Bavaria's refusal to apply republican law to the right bank of the Rhine. It hopes that Munich will conform to the Imperial laws in the interests of Germany.

HARBOR CABLES.

PROTECTING THE RIGHTS OF THE EMPIRE.

BERLIN, July 28th.
A communal dispute that the serious political situation consequent upon Bavaria's refusal to carry out the law for the protection of the Republic was considered at several meetings of the Central Government. Ministers absent on leave were summoned to Berlin, because it was advisable to hear the views of all members of the Cabinet before final decisions were taken.

THE COMMUNIQUE ADDS THAT THE GOVERNMENT WILL RESOLUTELY AND CALMLY PROTECT THE RIGHTS OF THE EMPIRE.

The communiqué adds that the Government will resolutely and calmly protect the rights of the Empire.

THE "EGYPT" INQUIRY.
WOMEN AND CHILDREN CLIMB DOWN ROPES.

LONDON, July 28th.

At the Board of Trade inquiry into the loss of the P. & O. liner *Egypt*, Mr. Burrows, the Purser, said he was satisfied that the crew was efficient in boat-drill. He mentioned that the lifeboat he commanded contained forty natives. He said it would have been difficult to get them out. He admitted that they were allowed to stay in the boat while women had to climb down ropes.

LIFE-JACKET RACK USED FOR BOOTS.

The 7th Officer, Brown, explained the absence of a life-jacket from his cabin as being due to the fact that he ordered it to be taken out because he wanted the rack for boots. (Laughter.) He said he found half a dozen passengers sitting on the deck-rail and not attempting to slide down to the boat. Asked what happened, he replied: "Well, we pushed them." Mr. Brown thought he was ninety minutes in the water.

A coloured barrister who was instructed to watch the proceedings on behalf of the Indian sailors complained of the unfairness of some questions about "these poor men."

LASCARS CAREFUL OF THEIR OWN LIVES.

Mr. French, Supernumerary Second Officer, mentioned a boat where there was only one white man, the others being natives. Asked whether the natives were cowards, Mr. French replied: "They were very desirous of saving their lives." He was rescued, after three hours in the water, clinging to a spar. Cross examined, he declared that he cleared out sufficient natives to make room for the passengers around him.

SECURITIES MUST BE ESTABLISHED.

LONDON, July 28th.
In the House of Commons, during a debate on the Hague Conference, Mr. J. R. Clynes urged that Russia's new economic policy would justify Britain in prompting the issue of credits to assist Russia.

ISSUING CREDITS TO RUSSIA.

SECURITIES MUST BE ESTABLISHED.

Mr. Lloyd George thought the Conference represented a very great advance towards a final solution, but Russia would not get credits until security was established. Government loans to Russia were in any case impossible. The Russian Government must before recognition could be accorded, establish its *bona fides* by the restoration of confiscated properties or compensation to owners.

The Russian representatives at The Hague were taking back this proposition and he earnestly hoped that they would give an unequivocal answer and act thereon. Things would not improve in Russia until she called in the civilised world and Western brains, trade and skill.

A THREE MILLION ROUBLE "TIP."

Referring to the state of Russian currency, Mr. Lloyd George said an Englishman recently returned from Russia told him that he gave a three million roubles tip to a couple of porters, and they turned and asked: "Is that the sort of payment you give to an honest Bolshevik?" (Laughter.)

He concluded with an optimistic reference to the better spirit of co-operation in Europe whereby alone peace and prosperity would be restored.

THE RUBBER INDUSTRY.

PROSPERITY WILL BE RESTORED.

LONDON, July 28th.
At the opening of the British Rubber Manufacturers' Research Association's new laboratories at East Croydon, Lord Colwyn said the rubber manufacturing industry was only in its childhood, and he was confident that the prosperity of the rubber industry would be restored in time.

SOVIET AND AFGHANISTAN.

MASSING OF BOLSHEVIST TROOPS.

ALLAHABAD, July 28th.
According to a message from Teheran, it is rumoured that trouble is impending between the Soviet Government and Afghanistan. It is reported that Bolshevik troops are massing on the Afghan frontier, but probably against Eaver Pasha.

NOTED TURK ASSASSINATED.

CONSTANTINOPLE, July 28th.

The assassination of Djemal Pasha, Turkish Adviser to the Afghan Army and formerly Commander in Syria and Palestine, is reported from Tiflis.

RISE IN PRICE OF BRITISH COAL.

THE DEMAND FROM AMERICA.

LONDON, July 28th.
All classes of coal rose five shillings at Swansea to-day as the result of the demand from America. Anthracite is 85s. per ton, a post-war record.

FRENCH GENERAL'S DEATH.

PARIS, July 28th.

The death is announced of General Maistre, the victor of Malmaison.

BYE-ELECTION IN WALES.
LABOUR GAINS A SEAT.

LONDON, July 28th.

The bye-election at Pontypridd resulted as follows:—
Mr. Mardy Jones (Labour) 16,630
Mr. T. A. Lewis (Coalition Liberal) 12,550

The vacancy was due to the appointment of Mr. Lewis as Coalition Liberal Whip.

This is the twentieth Coalition bye-election defeat and is noteworthy because it happened in Wales and excludes the Whip from the House of Commons. It was thought a safe seat, but the miners' anger against the Government was probably responsible for the defeat, as the constituency is predominantly mining.

[At the last election the figures were: Mr. Lewis, 13,327; Mr. D. L. Davies (Labour), 10,132; Mr. A. A. Seaton (Unionist), 260.]

TROUBLE IN ENGINEERING INDUSTRY.

BALLOT GOES AGAINST WAGE REDUCTION.

LONDON, July 28th.

There is a possibility of fresh trouble in the engineering industry, as the ballot taken by the Amalgamated Engineers' Union, the National Union of Foundry Workers and the National Federation of General Workers has resulted in 45,957 voting for and 70,900 against acceptance of the employers' proposal to reduce the war bonus by three instalments of 5s. 6d. each during the next three months, beginning July 31st.

Representatives of the Unions are to meet the employers on Thursday to discuss the situation.

THE BURDEN OF TAXATION.

DUTCH "AXE" WIELDER SOUGHT.

THE HAGUE, July 28th.

No difficulties are anticipated in regard to the constitutional measures referred to in the speech from the Throne. Greater interest centred in the measures for next Session, as Holland is greatly burdened with taxation through revenue diminishing. The Cabinet is being reconstructed, and it is hoped that a strong man will be found to wield the economy axe ruthlessly.

MAIL AEROPLANE ON FIRE.

PILOT AND PASSENGERS BURNED TO DEATH.

GRENADE, July 28th.

An aeroplane on the Casablanca-Toulon mail service caught fire and crashed at Gaudix. The pilot and two passengers were incinerated.

WIRELESS IN INDIA.

Work is now being carried on on all the important wireless stations in India for the development of traffic, both inland and overseas.

In Madras, where a very powerful installation exists, a considerable modification has been necessitated by a new scheme. The Madras radio station is to be converted into a high speed automatic plant, working inland and to Rangoon.

The Rangoon section will normally replace the present land lines, and the cables from Calcutta to Rangoon for traffic between India and Burma.

The present apparatus for communicating with ships is to be replaced by a small station erected near St. Thomas's Mount.

The *Madras Mail* says: "This will render working with ships easier than hitherto, and, at the same time free the big station for inland work. The bulk of the new apparatus has already arrived, and it is hoped that the stations will be completed ready for work before the beginning of next year."

PRINCE'S INDIAN TOUR.

PROTEST IN THE COMMONS.

On the resumption of the debate on the India Office vote in the House of Commons, on June 28th, Sir C. Oman (C.U. Oxford University) said the prominent feature of the late conduct of Indian affairs was the endeavour to tide over a difficult crisis in India by bringing one of our loved and respected Princes out of that country for an experiment. He did not think the experiment had justified itself. It was wicked to risk a Prince of the Royal House in that country, where sedition was rampant. Fortunately, his Royal Highness had returned, but what humiliation had been put to him!

It made his blood boil to think of what happened when our most loved of Princes was sent round India. It was a most unjustifiable and wicked thing to send the heir of the British Crown round scenes of blood at Bombay. They had heard of similar things at Madras while a great reception was going on. He was at Allahabad when the place was in mourning. Was that to be the policy of the Government in future? Thank God the Prince was back again. He did not know whether this policy originated at Simla or in London, but it should be remembered against the unhappy man who tried to cover his own faults by the reverence paid to good royalty. "I do not," he concluded, "wish to see any other member of the Royal Family sent out to India to be insulted by non-cooperators."

HANYANG IRONWORKS STRIKE.

MEN RESUME WORK.

SHANGHAI, July 28th.
Hankow reports of the strike at Hanyang Iron Works state that some of the men returned to-day, and the remainder are expected to-morrow.

RUSSIAN STEAMER SEIZED.

SHANGHAI, July 27th.
It is reported that the crew of a Russian yacht near Kiangnan arsenal on Tuesday seized a steamer belonging to the Russian volunteer fleet taking prisoner several of the latter's crew. The Chinese authorities are investigating.

EXCITEMENT IN INDIA.

NON-CO-OPERATORS AGAIN BUSY.

CALCUTTA, July 28th.
After a five months' lull, the Non-Cooperators have resumed the picketing of shops selling foreign cloth. Considerable excitement was caused, and traffic was held up. Twenty arrests were made. No disturbances took place.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

SINO-JAPANESE COMMISSION.

THE QUESTION OF CONTRACTS.

PEKING, July 27th.

The ninth meeting of the first section of the Sino-Japanese Commission was held this morning.

Replying to Chinese proposals regarding contracts, charters, and the termination of constructions, the Japanese stated they were prepared to lay before the Chinese Delegation only essential documents on each question, when needed, but they were not prepared to produce all the documents at the same time.

In the event of the Chinese wishing to refer to any important ones in particular, it would be most convenient for them to do so on the spot.

In regard to expired contracts, and such as would add no responsibility to China later, there was no necessity to lay them before the commission.

The Japanese agreed to the principle of the Chinese aspiration for Japan to terminate constructions on a large scale. The Japanese Commissioners are incompetent to compel individual Japanese to terminate legal constructions and works, but in the event of any illegality, cases could be dealt with by ordinary judicial procedure, or diplomatic action.

In view of the necessity of investigation prior to the transfer, the Tsingtao Administration Commission has decided to station a Sino-Japanese sub-committee at Tsingtao for that purpose.

SINO-JAPANESE NEGOTIATIONS.

JAPANESE DELEGATES APPOINTED.

TOKYO, July 28th.

Obata, Yoshida, and Yabuchi have been formally appointed to negotiate with the Chinese Government in connection with the withdrawal of Post Offices. Yokotake has been appointed to represent Japan in regard to the revision of the Chinese Customs conference.

DR. MOTT ON CONDITIONS IN CHINA.

LONDON, July 27th.

Dr. John R. Mott, who has just returned from the Far East, interviewed by Reuter's, said he was convinced that the Japanese have taken the Washington Conference programme and policy very seriously, and were putting it through.

Analysing the situation in China, Dr. Mott said emphatically, the divisions were essentially "on the top" there is a strong solidarity in the people themselves. China also takes the Washington Conference results seriously, and intends to apply them.

Given ten years' opportunity, with young leadership, China will realise in the political sphere the essential unity of a China now broken by surface conflicts of war lords. Dr. Mott believes that through the National Christian Conference over which he presided in Japan and China, in each of which the native leadership took a dominant part, a new epoch has been marked in the Far East.

SERIOUS SHANGHAI STRIKE.

LIGHTERMAN DEMAND INCREASED PAY.

SHANGHAI, July 27th.

A serious strike of the Shanghai Tug and Lighter Company's lightermen occurred yesterday. Owing to the employers' refusal of a demand for increased pay the crews of 38 cargo boats walked out. The Company have secured sufficient crews in order to carry on work on the mailboats.

MEN RESUME WORK.

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AMERICA'S MERCHANT MARINE.

AMBITION OF THE NATION.

MR. W. J. LOVE ON SUBSIDIES.

Mr. W. J. Love, vice-president in charge of traffic of the United States Shipping Board, Emergency Fleet Corporation, was the guest of honour at an informal luncheon at the Carlton Hotel, London, recently, given by Mr. Huntington T. Morse, European manager of the Shipping Board organization.

Mr. Love, after referring to the determination of the United States to have a merchant marine, said that before 1914, and, in fact, up to the time that America entered the world war, her exports and imports were carried by foreign bottoms.

He would never forget the difficulty that confronted them in May, 1917, in securing suitable steamers for sending troops to France. Eventually they got together accommodation for some eighteen thousand troops and equipment. If they had been asked to move ten thousand more men or keep a greater number supplied with munitions, food, and so forth, it would have been almost a physical impossibility.

Some months later, the Shipping Control Committee, of whom Mr. Franklin became chairman, asked him to take charge of the commercial section, which was known as the Division of Trades and Allocations. Thanks to Lord Furness, in whose employ he was at that time, he was given leave of absence and proceeded to Washington, and, later on, to New York. He remained in charge of this work until the end of the war, and possibly with the exception of the committee proper, no one in the States got a clearer insight into their condition from a transportation standpoint than he did. Had it not been for the tonnage loaned to us by Great Britain and that which we got from Scandinavia and Holland, together with enemy tonnage seized, he could only imagine what the outcome would have been. He was constantly in debt in tonnage to one country or another. France, Italy, Belgium, and Switzerland were calling on him for bottoms continually. The War Industries Board kept him up to the mark in tonnage to move the essential imports for the aggressive prosecution of the war. The moment he saw a little daylight Mr. Franklin would strip him of every spare ship and, in fact, many that he could not spare, for the movement of equipment and supplies for their Army in France. No trade route (which was perhaps a slight exaggeration) would have been kept open had it not been for their requirements and those of their Allies in such huge volume of materials needed for warlike purposes. He therefore asked them to consider the impression that their position and condition made on a substantial element of their publicists, shipowners, importers, exporters, and bankers.

GOVERNMENT AID NECESSARY.

Until a comparatively recent date, Mr. Love continued, I had always been an opponent of subsidies, believing that every industry should exist truly on its merits or die as a result of its weaknesses. I have changed, however. No one knows better than you gentlemen the labour and brains required for years, to say nothing of vast expenditures, for pioneering and establishing a trade. We are new at work of this sort. Our men must be trained both ashore and afloat. We must pay the penalty for the early days of inexperience, and, above all, we must have the available funds. If, therefore, we are to make use of the fleet in possession of which we found ourselves shortly after the Armistice, Government aid is necessary, and this will take the form of the subsidy as recently proposed in a Bill to the Congress.

I am so intimately associated with the powers that be in Washington, that I can say in all sincerity and truthfulness that, while it is the intention of the present Administration, and, I believe, the will of the American people, to establish itself firmly on the high seas, it is not its intention, or never will be, to seek or demand more than we are justly entitled to. I know what this means to this great maritime nation, but it is the inevitable and one of the evolutions produced by the recent world war. It is our desire, hope, and wish that what we are endeavouring to achieve can be brought about in the spirit of amity and good will. Great trade wars and disturbances, perhaps, at times are necessary; and perhaps at times are productive of good results, but, as a rule, they only bleed the contestants white, and then, from sheer exhaustion, they assemble around the table and make peace. If one or the other is a victor, greater demands follow than otherwise would have been the case; on the other hand, greater concessions might have been made if there had been no contest. Personally, it is not my intention or desire to stay in Washington, for I do not like public life, but as long as I am there, it will be my policy to play with the cards on the table face up, and while our demands may at times seem exorbitant, you will always find that not only myself, but my associates, will listen to reason and meet you fairly on such common ground as we can establish.

I am firmly convinced that Government assistance in one form or another is at hand, in fact, I should be surprised and disappointed if the Bill does not become law before the end of the year. What this will prove the panacea for the disabilities that I have referred to, I cannot say, but it will be an incentive, owing to the broad powers conferred, for the establishment of services that will serve our exporters and importers from both of our coasts in good times as well as bad.

(Continued at foot of next column.)

HUGO STINNES FLEET.

FIRST STEAMER ARRIVING IN EAST IN NOVEMBER.

The *Strait Times* of July 18th says:—Captain Baartling, representative of Hugo Stinnes Lines, armed with a special permit from the British Foreign Office, arrived in Singapore a few days ago to fix up local arrangements in connection with the forthcoming arrival of the *Emil Kirdoff*, the first steamer of the new German line, the Hugo Stinnes Line, from Hamburg to the Far East. The *Kirdoff* will leave Hamburg in October, when the present restrictions with regard to the landing of German passengers are removed. She is one of six vessels which will be engaged on this route, the others being the *Karl Leghorn*, *Von Bayer*, *Hulm*, *Tirpitz*, and *Ludendorff* respectively.

Four of these vessels are entirely new ships, each of 9,000 tons. They consume oil fuel and are said to be well equipped for passenger accommodation.

The *Karl Leghorn* is the first merchant ship to leave the building yards at Kiel, which were formerly only used for the construction of war vessels. The other two steamers are of 12,000 tons each, and have been in use for two years. They have additional accommodation for freight, but their passengers accommodation is not so large as that of the vessel of smaller tonnage. The former will accommodate only about thirty-five passengers, while there is accommodation in the new vessels for seventy-five. In common with the practice of the North-German Lloyd vessels, there will be only one class accommodation.

THE RUNNING.

For the present there will be one outward and one homeward steamer per month, but when conditions improve other vessels will be transferred from the Hamburg-South America Line. The ports of call on the outward voyage will be, from Hamburg, to Bremen, Rotterdam, Liver (passengers only), Antwerp, Naples, Port Said, Colombo, Penang, Balaian, Singapore, Hongkong, Manila, Shanghai and Japan. The vessels will also carry mail. With regard to rates the freightage will be the same as those of the other companies engaged in the Far East, while the passenger rates, although there is no definite information to hand at present, will be cheaper. The accommodation for passengers is up-to-date on all the steamers. Special provision has been made for tropical conditions, while the arrangements include an electric laundry, which will enable passengers to have their clothing washed and available in twenty-four hours.

Hugo Stinnes, the great German financier, is also the controller of the Hamburg-South America Line, and with these vessels to be engaged on the new service he will after a period of only two years, have ships of no less a tonnage than 225,000, in commission.

The Straits Java Trading Company, 114 Cecil Street, are the Singapore agents for the new company.

Captain Baartling who is the Eastern representative of the company, and has proceeded to Java, was the Captain of the North-German Lloyd steamer *Nitama*, which at one time plied between Penang and Manila.

MOTORING AMENITIES.

JAPANESE RULES OF THE ROAD.

The following rules for motorists have been evolved in Japan for the guidance of tourists:—

"At the rise of the hand of the honourable policeman stop with rapidness greatly. Do not pass him or otherwise disrespect him."

"When a passenger of foot hove in sight tootle the horn; trumpet to him melodiously at first. If he still obstacles your passage tootle him with large vigour, and express by word of the mouth a warning: 'Hi, hi!'"

"Beware of the wandering sow that he shall not take fright as you pass him. Do not explode the exhaust noise box at him. Go smoothly by."

"Give space to the festive dog that makes play-sport in the roadway. Avoid entanglement of the dog with your wheel spokes."

"Go smoothly on the grease mud, as there lurks the skiddy demon. Press the brake of the foot smoothly as you roll around the corner and save-collapse and tie up."

"Thank you, honourably."

I place the pioneering and exploring period at not less than ten years, and, if, at the end of this period we have not succeeded, then we must draw down the blinds, make up our minds that we are not a maritime nation, and humbly bow down to those who have gone down to the sea in ships for hundreds of years.

I mean these few remarks to be a frank statement of our position and our ambition. If I seem to be asking much at times, I assure you that I am but reflecting the present-day wishes of the American people and the present administration. We have the ships, the cargo, and the determination, and while we shall make mistakes and painful blunders, we shall be progressing with time. Our activities will be carried on along lines of "live and let live," and free of any thought of driving anyone from their rightful and long-established lines of industry.

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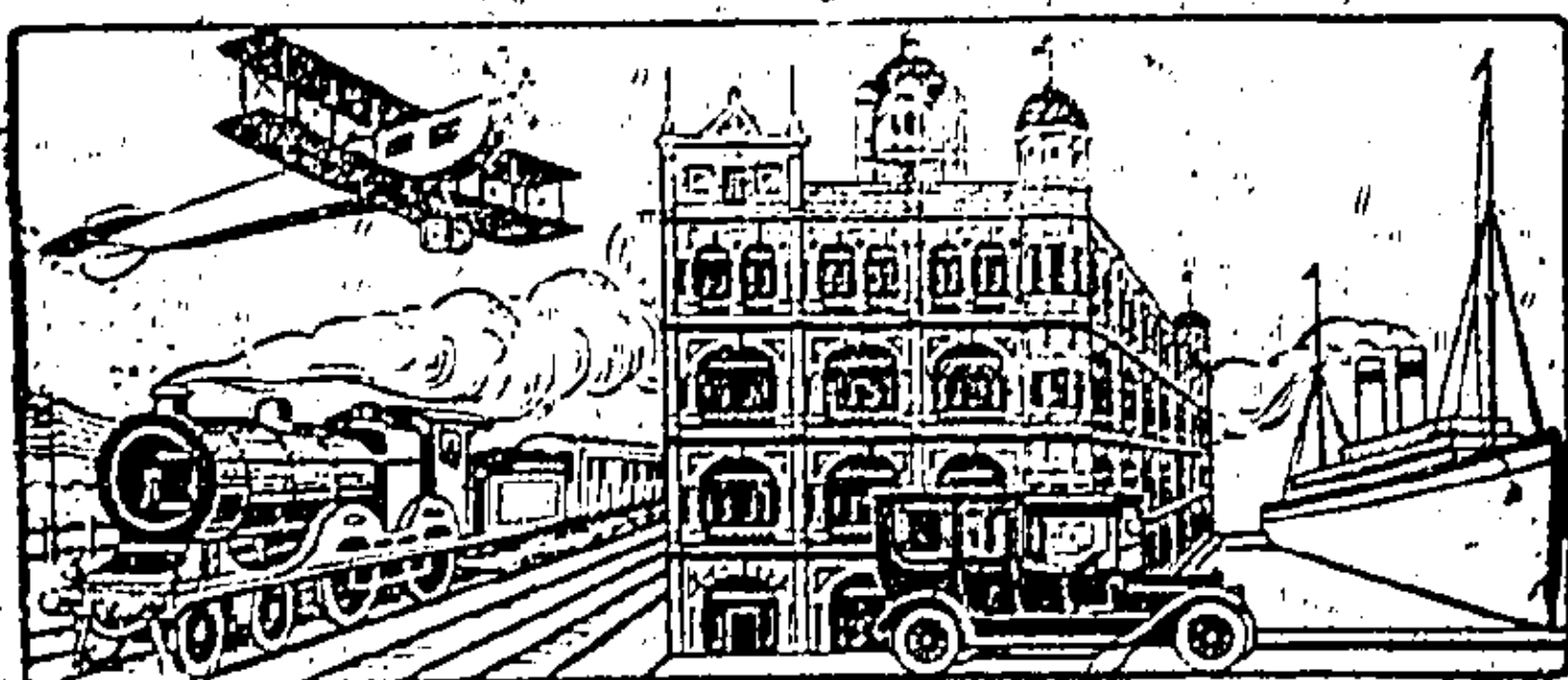
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ALEXANDRA BUILDINGS, HONGKONG.DIET AND HEALTH.
HOW TO EAT PROPERLY.

SOME GENERAL RULES

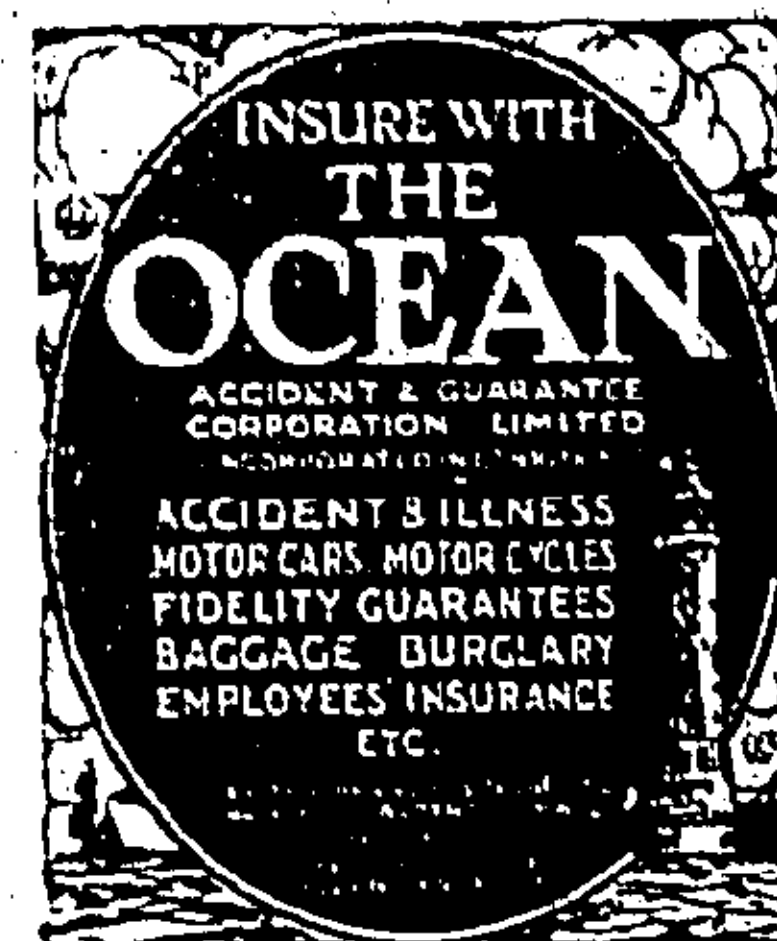
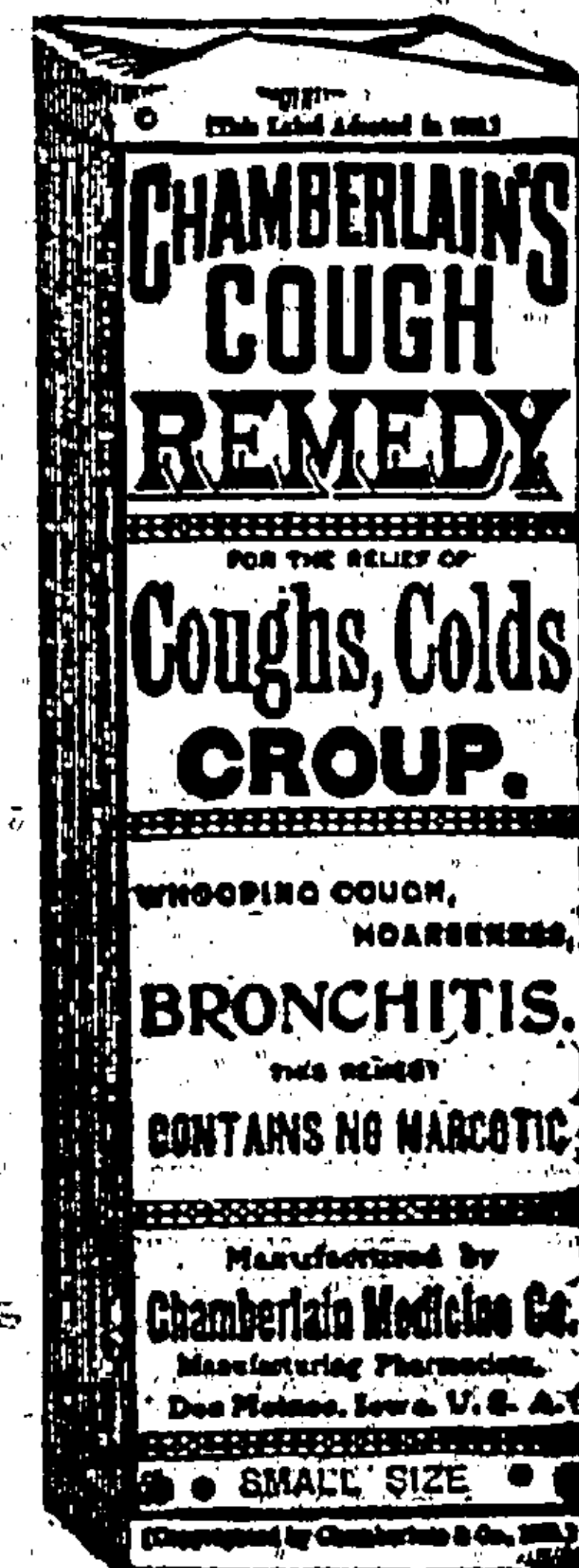
Dr. Cecil Webb-Johnson of Harley Street
writes to the "Times" as follows, in the
course of a discussion:—It is as impossible to lay down any
fixed rules to regulate diet as it is to
pretend to predicate the exact quantity
of sleep or the proper weights of individuals
at various stages of their existence.As, in the case of a motor-car, the lower
the consumption of fuel per mile—other
things equal—the more perfect the engine;
so is the rule true, speaking generally, of
the human body's need for food and sleep.
The main considerations which should
determine and regulate the amount of
food needed to keep a person in health are,
in my opinion, the following:—(1) The amount of physical and mental
energy that person expends.(2) The climate in which he lives; he
would need less food in a hot than in a
cold temperature.(3) The quality and kind of food he
eats; a larger quantity of fruit and
vegetables would be required than in the
case of a diet including meat, fish and
eggs.(4) His moral fibre; the greater the
the sake of eating as others, and un-
fortunately many drink for the sake of
drinking.(5) His mental attitude to life; the
person who is worried or unhappy needs
less food, for his distress diminishes his
capacity for digestion and assimilation;
the emotional aspect of the question of
diet has been established by scientists to
be of the greatest importance.(6) His age; the growing boy of 14
needs more than the man of 30, for in
addition to renewing waste tissue, he has
to build up new bone and muscle.(7) His surroundings; ordinarily one
eats, digests, and assimilates more food, and
more easily amidst pleasant company and
appealing environments than in solitude or
amidst sordid surroundings.(8) Cooking; the more perfect the cook-
ing, provided it is plain, the more food one
can eat with impunity.(9) His idiosyncrasy; one man's meat
is another man's poison. Never eat what
you do not relish.(10) Fresh air; an out-of-door life
sanctions more food than a life confined
to indoor labour.Without dogmatizing and writing from
experience culled as well from my own
personal habits as from those of my
patients, I would suggest obedience to
the following general rules:—(1) Rise from a meal feeling that you
could eat a little more.(2) Never eat merely from a sense of
duty, or to please some one else.(3) Never eat unless you have a good
appetite.(4) Do not eat if feeling ill; wait for
the return of a healthy appetite. Nature
will remind you when you require
more food.(5) Vary the amount of food you eat
each day according to what you have
"burned." A hard day's work will entitle
you to more food than a day of comparative
idleness.(6) If you feel or know that you have
overeaten at any one meal, either miss the
next altogether or lessen the amount of
food you take at subsequent meals.(7) Never let a day pass without eating
some natural food in the form of fresh
fruit, green vegetables, nuts, or eggs.(8) Never drink milk. It is an unnatural
food save for the young.

(9) Never eat between meals.

(10) Don't "bolt" your food. Eat
slowly and masticate thoroughly all you
eat.

NEW YORK STORM.

ANOTHER GRACE DARLING.

New York, June 13th.
There now seems to be no doubt that
at least seventy-five persons lost their
lives in the great storm on Sunday; of
these fifty-three have been identified, and
the twenty-two missing are assumed by
the police to have been drowned in Long
Island Sound.No estimates of the material damage
have yet been made; but it must run into
an enormous sum. In one borough of
Greater New York alone more than a
thousand trees have been uprooted, many
damaging buildings as they fell or were
carried by the wind. Miles of telegraph
and other wires are down all over West-
chester County and Long Island, and
many houses are without roofs. The
damage in New York City itself from
broken plate-glass windows alone amounts
to a considerable sum.At Yonkers, a suburb of New York,
several streets are still blocked by fallen
trees. Five people had a marvellous
escape from death in Yonkers when the
first great blast of the storm tore off the
greater part of the roof of the Presby-
terian Church. It was caught up in a
vortex and crashed down on top of a
motor-car sheltering under the lee of the
building. When the roof was jacked up
by firemen, five motorists were found
underneath, quite unharmed.Off City Island, and the waterside re-
ports along Long Island Sound, police
lanterns are dragging for bodies and
salvaging capsized boats.The newspapers to-day print a story of
a second Grace Darling, a girl of 20, Miss
Mary Sommes, who, at the height of the
storm, put out several times from City
Island in a little flat-bottomed boat and
rescued twenty-four women and children
struggling in the sea. She repeatedly
dived into the water to assist exhausted
swimmers.—Times.Sixteen women students passed the
Trinity Bar examination, held in May,
under the auspices of the Council of
Legal Education. There were 114 stu-
dents in all, of whom 101 were successful.SHANGHAI OFFICE—
24, PEKING ROAD.AGENTS for Hongkong
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muscle relaxant. It is used by
doctors and nurses in all parts of
the world.

WEATHER REPORT.

July 27th, at 6.25.—Warning to Hongkong,
Coast Ports, &c.:—Depression or typhoon of
unknown intensity within 120 miles of Lat.
16 deg. N. Long. 118 deg. E. direction
unknown.July 27th, at 6.55.—Local signal No. 1
hoisted.July 27th, at 11.35.—Pressure has de-
creased considerably at Vladivostok, and
slightly at Hongkong and Tientsin. It is
nearly stationary over the Philippines.A typhoon has formed to the east of the
Macclesfield. Its direction of motion is at
present unknown.Hongkong Rainfall for the 24 hours
ending at 10 a.m., 24th July, 6.05 inch. Total
since January 1st, 31.52 inches, against an
average of 52.55 inches.The forecast for the 48 hours ending at
noon to-day is as follows:—

(DIRECT) FORECAST

Hongkong to Gap Back N.E. winds, possibly
increasing to a
gale force at first,
become rain later.Formosa Channel N.E. winds fre-
quently fresheningSouth coast of China (between) The same as
Hongkong and Formosa No. 2.South coast of China (between) The same as
Hongkong and Formosa No. 1.HONGKONG METEOROLOGICAL
REGISTER

Hongkong Observatory July 27th.

	Previous Day	On Date	On Date
	1 p.m.	6 a.m.	2 p.m.
Barometer	30.64	29.89	29.88
Temperature	81	75	82
Humidity	64	75	88
Wind Direction	ESE	E	ESE
Force	3	5	5
Weather	11	0	0
Rain	0.00	0.00	0.19

Highest open-air Temperature on 26th—85

Lowest open-air Temperature on 27th—81

BOARD OF CONSERVANCY WORKS
OF KWANGTUNG.

WATER LEVELS IN FATHOMS FEET AT 10 A.M.

Place of Observation	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	W.L. July 25	W.L. July 26	W.L. July 27
Wuchow, W. River	+75.50	-2.43	29.0		
Kongmoon, W. River	+14.70	-0.80	3.0	5.9	
Linkonghow, N. River	+37.00		6.8	5.7	
Jamshui, N. River	+27.25	-5.00	10.2	8.9	
Sheklung, E. River	+15.15	-0.83	2.6	2.4	

Engineer-in-Chief.

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"EYES OF THE HEART."

SMILING BILL PARSONS IN "THE NEW BREAKFAST FOOD."

2.30 & 7.15 p.m.

GEORGE B. SKITZ IN "SKY RANGER."

Episodes, 4 & 5.

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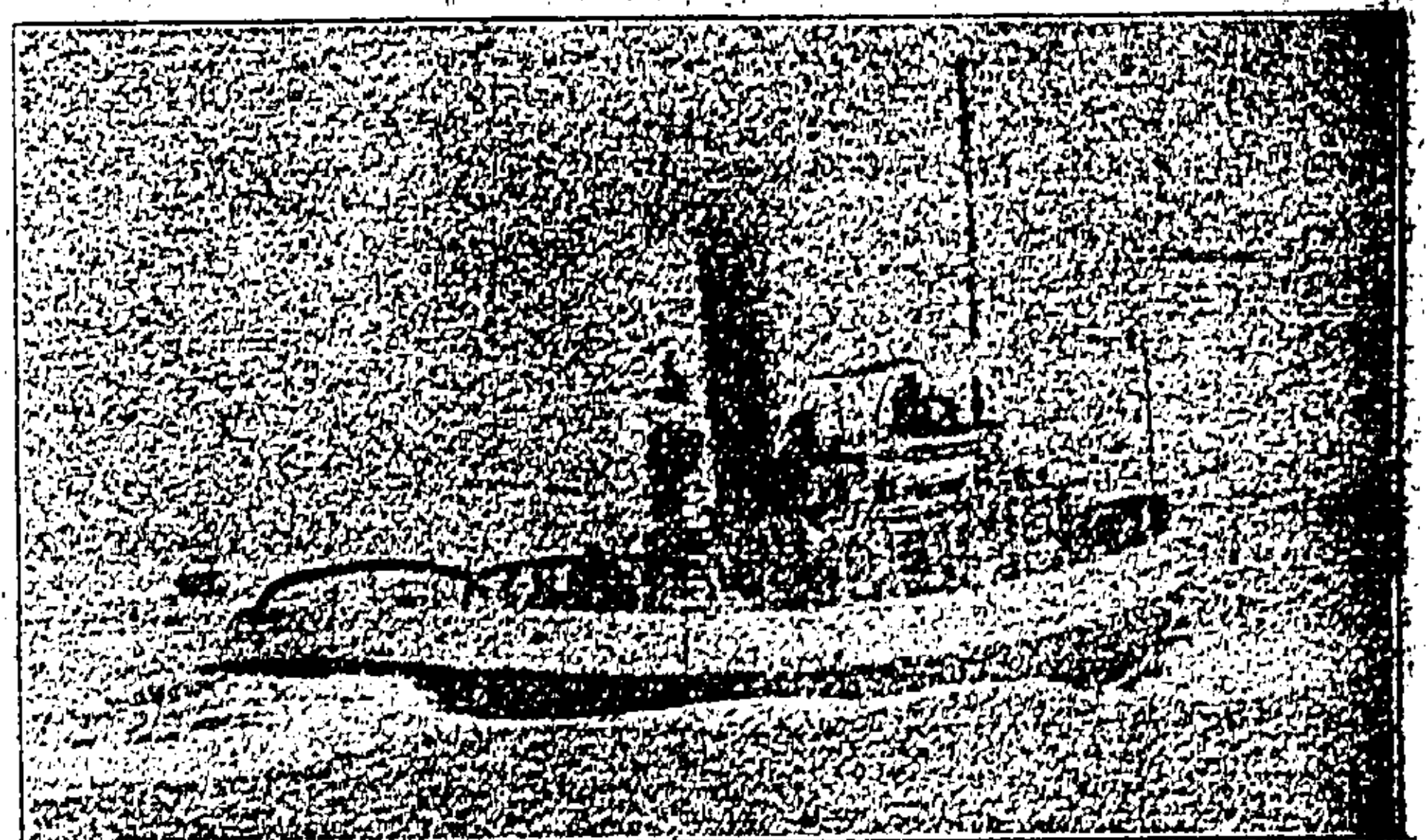
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Further Sailings	Expected on or about	Will leave for above ports on or about
M/S. "Afrika"	28th July	—
M/S. "Java"	28th July	—
M/S. "India"	14th August	21st September
M/S. "Asia"	14th September	21st October
M/S. "Panama"	15th October	22nd November

Subject to change without notice.

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PRINCE'S GREAT WELCOME HOME.

A TRIUMPHAL DRIVE.

"WE WANT OUR PRINCE."

The Prince of Wales was received with impressive manifestations of affection and gratitude by vast crowds in London on June 21st, on returning from his prolonged tour in the Far East.

Landing from the *Renown* at 10 o'clock in the morning, the Prince received a warm-hearted welcome from the West Country people, with whom he is officially connected as Duke of Cornwall and Lord High Steward of Plymouth. At many stations on the way to London the train slowed down to give the assembled people a glimpse of the Prince.

SCENES AT PADDINGTON.

The scene at Paddington Station when the Prince of Wales again reached London after an absence of so many months is one that will live long in the memory (writes *The Times* special correspondent). It is seldom that even an heir apparent is greeted on his return from foreign shores by so distinguished a gathering, and more rarely still that the official ceremonials have been accompanied by such a spontaneous outburst of popular feeling. At Paddington the two welcomes overlapped and merged.

The King and Queen arrived at the station ten minutes before the train was due, and Queen Alexandra came a few minutes afterwards. There were already waiting on the platform the highest representatives of political and civil life, and of the Army, the Navy, and the Air Force. With them were many of the reigning princes of Indian provinces, who had an especial interest in the return of our Ambassador from their own land, and the representatives of Japan, which the Prince had also visited. At a little before half-past 3 the Royal train could be seen coming slowly round the curve at the end of the platform. It was drawn by the engine "Prince of Wales," and the Prince's saloon was in the middle of the train. As it steamed slowly up by the platform it could be seen that the Prince was standing at the window of his saloon. He was in the uniform of an Admiral. Before the engine had come to a stop he did one of those spontaneous acts that so endear him to all those who come into contact with him, for directly he saw his parents on the platform he waved his hand to them delightedly. They almost before the train had come to a standstill he had jumped from his carriage and saluted the King. The Queen he kissed on both cheeks and Queen Alexandra he also affectionately kissed.

Both he and the King were obviously delighted to meet again after the long separation, and together they greeted those who were there to receive them. When this ceremony had been gone through the King walked by his side while the Prince inspected the Guard of Honour provided by the Welsh Guards, and when they were ready to leave the King motioned to him to enter the carriage first, while he himself followed and sat on his right. The formal ceremonies had been finished and the Prince drove slowly out of the shade of Paddington Station into the sunshine of the streets to receive the popular welcome that he had so well deserved.

GIRLS' HAPPY GREETING.

As the train entered the gaily-decorated station there was cheer after cheer both from those inside and from the vast crowd in the streets. The Prince of Wales, who looked a little tired, had been accompanied by his brother, the Duke of York, from Plymouth, and, after greeting the other members of his family, he gave Princess Mary an especially affectionate kiss. Lord Lucan was with her, and the Prince shook hands with him for the first time since he had become his brother-in-law. Barely were these salutations over and the National Anthem played, when a choir of young girls stationed at the end of the platform began to sing "God Bless the Prince of Wales." They were unaccompanied, and their young voices resounded among the three arches of the station so that the song could be heard in every part of the great structure. The Prince was touched by this unexpected greeting, and it is this incident that lingers most pleasantly in the memory, out of all the incidents, of a most pleasant ceremony. It was so unexpected and the idea was so happy that no one who heard the singing will easily be able to forget it.

The Prince shook hands with all the members of the company gathered to receive him and had several talks with the Indian princes, some of whom were his hosts when he was in India. He especially thanked Sir Dhanjiboy Bomanji for the courtesy and kindness with which he had treated the crew of the *Renown* while he himself was making his tour through India. Sir Dhanjiboy had offered them hospitality during the absence of the Prince, and his kindness had been very much appreciated. The King stayed by his son's side and seemed to be asking him various questions, which the Prince answered with the greatest vivacity. The formal ceremonies in the station were over in less than ten minutes, and immediately the State landau drew up at the side of the platform. The King, the Prince of Wales, the Duke of York, and Prince Henry went in the first, and the remainder were occupied by members of the Prince's staff. The moment that the first carriage moved there was a wild outburst of cheering, and this continued long after the last landau had vanished from view.

OVATION AT THE PALACE.

There were crowds everywhere along the route of the Prince's progress, but the biggest and most delighted crowd of all was that which spread backwards from Buckingham Palace over the Mall and the parks. It included interested Ameri-

cans, and even even-haired, dark-skinned Indian women, but in bulk and in character it was a London multitude.

Hundreds of men and women waited six, eight, and even ten hours on the steps of the Memorial and the pavements around the forecourt of the Palace. As the morning drew on the crowd steadily became larger. By 8 o'clock in the afternoon it was enormous. Movement along the Mall from Marlborough-yard onwards became almost impossible, though eager girls wriggled and pushed a way past by yard, through the throng in the hope of getting within sight of the Palace.

Within the forecourt a number of specially invited guests, including wounded Service men, Boy Scouts, and other young people had assembled, and in the quadrangle the King's Guard, with the King's Colours and band, was on duty. Shortly before 4 o'clock, the Queen, Princess Mary Viscountess Lascelles and Viscount Lascelles appeared on the balcony and were heartily cheered. They stood watching the surging, light-hearted crowd with its fluttering flags, and waited for the coming of the procession. The Prince was ahead of the estimated timetable. At 4 o'clock to the minute the escort of cavalry swung into the Mall and a roar of cheering swept down the densely massed lines of people. Smartly and easily the procession circled round the Memorial and passed through the great gates of the Palace.

CALL TO THE PRINCE.

The Prince seemed to be deeply moved by the mighty volume and intense loyalty of the greeting offered to him, and the King at his side was smiling with pleasure at the triumph of his son. The National Anthem was played as the carriages drove into the quadrangle, and the crowd took up the hymn with enthusiasm. The Prince proceeded to the grand entrance, and entered the Grand Hall, where the Lord Steward, the Lord Chamberlain, the Master of the Household, the State Chamberlain, and other officials were in attendance. Time was taken up in the exchange of greetings, and the crowd soon began to clamour for a sight of the Prince. At first the people were content to cheer and sing "God Bless the Prince of Wales," but as the minutes sped, impatient shouts for the appearance of His Royal Highness were raised. Confused and individual cries gradually acquired unison, and the message "We want our Prince" became commanding.

A quarter of an hour after he had reached the Palace, the Prince, with the King, stepped out on to the balcony. He was welcomed with an amazing cheer, which rolled over the Green Park, St. James's Park, and the Mall, and was repeated a dozen times.

The King and the other members of the Royal Family, who included the Queen, Queen Alexandra, the Duke of York, Prince Henry, and the Duke of Connaught, moved back a little and the Prince was left to take his well-earned ovation. He saluted in the naval way, turning first to one section of the multitude and then to another.

There was no break in the cheering, and at last, throwing aside formality, he removed his hat, and, just as those who knew him had predicted, waved it boyishly and happily above his head. If possible, the cheers became more vociferous, and hankchiefs and flags were waved more rapidly. The Prince faced the crowd for a little longer, bowed his acknowledgments, smiled, and then, with King and Queen, stepped back through the French windows to the apartment beyond. The Royal party afterwards proceeded to the quadrangle, where they posed for a group photograph outside what is known as the King's Door.

AT YORK HOUSE.

The last stage of the Prince's journey was marked by scenes of welcome even more personal and demonstrative in their character than those that had gone before. The parting picture that imprinted itself on the mind was a bare-headed, smiling Prince, standing, cigarette in hand, at an open window of his bachelor home, looking down upon a cheering, singing throng that filled the ancient courtyard of St. James's to overflowing, and expressing as unmistakably in his lighted features as he did also in the few words which he spoke the delight he felt at being home again. The Royal home-coming could have had no more fitting termination.

It was a quarter to five when he reached York House. In the interval, since his first passing, the crowd's chief interest was in watching the unloading of the Prince's baggage.

The Grenadiers' guard of honour was dismounted, the luggage vans disappeared, and the stage was cleared. A single sentry paced the pavement in front of York House. In the archway a dainty but unofficial guard of honour of white-frocked rose-sellers took up their position. There was a sudden about a rattle of mounted police and cavalry, a hasty turning out of the guard, and in an instant the quiet courtyard was transformed into a mass of prancing horses and wild, cheering people. From the windows, balcony, and even the roof of York House the Prince's staff waved a warm welcome to their Royal master.

The Prince had a smile and greeting for all. He stood up in his carriage for an instant to salute the crowd, and when he alighted he had a warm handshake and pleasant word for the footmen in scarlet and gold who received him at the door. Meanwhile, holding herself discreetly in the background, the Prince's little black spaniel, Peggy, wagged her own particular welcome. But her great moment soon came. The Prince stooped to give her a friendly pat, and Peggy was overjoyed. She ran in at 1 out about his legs, and followed him upstairs into the house.

(Continued at foot of next column.)

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

TSINGTAO via SWATOW	"HOPSANG"	Friday	28th July	Noon
MANILA	"YUENSANG"	Friday	28th July	3 p.m.
KOBE	"TAISANG"	Friday	28th July	4 p.m.
STRAITS & CALCUTTA	"KUISANG"	Saturday	29th July	6 p.m.
TSINGTAO via SWATOW	"CHOYSANG"	Tuesday	1st Aug.	Noon
MANILA	"YUENSANG"	Tuesday	1st Aug.	Noon
BANGKOK via SWATOW	"MINGSANG"	Wednesday	2nd Aug.	11 a.m.
HAIPHONG via HONGKONG	"CHIPSANG"	Wednesday	2nd Aug.	Noon
SANDAKAN	"HINSANG"	Wednesday	2nd Aug.	Noon
TSINGTAO via SWATOW	"KWONGSANG"	Friday	4th Aug.	Noon
MANILA	"YUENSANG"	Saturday	5th Aug.	Noon
KOBE	"TAISANG"	Saturday	5th Aug.	Noon
STRAITS & CALCUTTA	"KUISANG"	Saturday	5th Aug.	8 p.m.

CALCUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Swatow, and Hongkong to Japan, occasionally calling at Shanghai. All steamers have spacious passenger accommodation, are fitted with Electric Lights and fans and carry a fully-qualified Surgeon.

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MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Callings approximately weekly for passengers and cargo.

HAIPHONG LINE—Callings approximately weekly when in season, calling at Haiphong when in season, and from Sandakan by two 6,000 ton steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken through Bills of Lading for Kuala Lumpur, Labuan, Tawau, and Lahad Datta.

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"GLENADE"	15th August	15th August
"GLENARIFE"	30th August	30th August

HOMEWARDS.

Vessel	Leave Hongkong	Discharge
"GLENBEG"	4th Aug.	LONDON, ROTTERDAM, ANTWERP & HAMBURG
"GLENSHANE"	23rd Aug.	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG
"GLENLUCE"	2nd Sept.	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG

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The crowd waited while Admiral Halsey and General Woodroffe rescued the bouquets from the Royal carriage, and then pressed forward in front of the house, shouting in staccato unison, "We want our Prince!" Every now and again they varied their appeals by a wave of applause or a rendering of "He's a jolly good fellow."

Just when hope deferred was beginning to exert its unwelcome influence, and the police began to set about clearing the courtyard, the curtain of window on the first floor was thrust aside, and the Prince appeared, smoking a cigarette. The police were swept to one side as the crowd swarmed, cheering and singing, beneath the window. The Prince hung the window up, and stood for a few minutes alternately waving his cap and saluting. His face was wreathed in smiles. Once or twice he turned, as if to go, but the clamour of the crowd only swelled the louder. While one section was singing "He's a jolly good fellow," another was loudly demanding "Speech!"

There was a hurricane of cheers when the Prince held up his hand for silence. It was some time before order was restored, and then the Prince's voice sounded, rich and clear, as he uttered his few simple words of pleasure and thanks: "I am very glad to be back again in London, and I thank you all for your very kind welcome." With a farewell wave of his hand, he pulled down the window and disappeared from view.

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WEAK LUNGS

CATARRH

CONSUMPTION

GRIMAULT'S
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

SHIPPING NEWS

ARRIVALS.

July 28th.

Deerwanger, British str., 1,941 tons, Capt. C. W. Shearer, from Saigon, with rice. Cheong Yee S.S. Co.
Hanung, British str., from Canton.
Zelenburg, Dutch str., 1,119 tons, Capt. P. J. van Gluk, from Balikpapan, with kerosene oil. Asiatic Petroleum Co.

Southern, British str., from Canton.

July 27th.

Apoy, British str., from Canton.
Hasegawa, Japanese str., 1,887 tons, Capt. T. Inouye, from Hongkong, with coal. M.B.K.
Kanungwa, British str., 1,551 tons, Capt. Leggett, from Bangkok, with a general cargo. B. & S.

Kanungwa, British str., 1,551 tons, Capt. H. Simpson, from Bangkok, with a general cargo. B. & S.

Kanungwa, Chinese str., from Canton.
Kanungwa, British str., 1,551 tons, Capt. G. McAdam, from Shanghai, with a general cargo. B. & S.

Long Samoi, Japanese str., 1,012 tons, Capt. Leung Kung Hang, from Bangkok, with a general cargo. B. & S.

Lansing, British str., 2,221 tons, Capt. H. E. Gilroy, from Singapore, with a general cargo. J.M. & Co.

Majestic, British str., 1,672 tons, Capt. Hopkirk, from Saigon, with rice. Nemaroo.

Szechuan, British str., 1,504 tons, Capt. J. Gibbs, from Shanghai, with a general cargo. B. & S.

Tanaka Maru, Japanese str., 4,304 tons, Capt. K. Teramoto, from Dairen, with a general cargo. N.Y.K.

Sado Maru, Japanese str., 3,585 tons, from Japan, with a general cargo. N.Y.K.

CLEARANCES.

July 27th.

Africa, for Shanghai.
Hydra Maru, for Batavia.
Hollis, for Canton.
Hanna, for K. C. Wan.
Hydrant, for Swatow.
Kanungwa, for Canton.
Kanungwa, for Swatow.
Majestic, for Shanghai.
Princess Alice, for Shanghai.
Princess Alice, for K. C. Wan.
Sado Maru, for Saigon.
Szechuan, for Swatow.
Szechuan, for Canton.
Tanaka Maru, for Haiphong.
Tanaka Maru, for Saigon.

PASSENGERS.

DEPARTURES.

Per P.M. S.S. *President Wilson*—For San Francisco: Mr. A. Armstrong, Mr. W. Bean, Mr. T. Bill, Mr. L. Bill, Mr. G. Bowen, Mr. J. Bush, Miss G. M. Choisy, Mr. A. B. Carter, Mr. J. Cole, Mr. A. Cornell, Mr. A. R. Davidson, Mr. C. Diddle, Mr. A. Enof, Mr. C. Edmondson, Mr. H. S. Givins, Mr. E. Graff, Rev. and Mrs. W. H. Hanna, Mr. G. Hanna, Miss W. H. Hanna, Jr., Miss E. Hanna, Miss M. Hanna, Mr. G. L. Hall, Mr. A. Heberger, Mr. and Mrs. C. H. Kettering, Mr. S. W. Knowles, Mr. J. A. King, Mr. M. Lauritsen, Mr. C. R. Morse, Sister Mary Michael, Mr. J. Mitchell, Mr. G. B. MacMahon, Mr. R. McHenry, Rev. and Mrs. L. W. Post, Mr. E. Reed, Mrs. C. O. Scott, Mr. M. L. Scott, Mrs. D. Simpson, Rev. and Mrs. J. A. Stanton, Mr. Paul St. Sur, Mr. G. L. Taylor, Mr. W. Turner, Mr. H. Wickham, Mr. Bert Walcott, Mr. H. Woodley, Mr. H. B. Wright, Mr. S. F. Ward, Mrs. J. K. Pickering, Mr. and Mrs. J. M. Dick, Mr. G. Gray, for Honolulu: Miss Priscilla Dyer, Mr. E. R. Embree, Miss Leona Jarrett, Miss Aileen Jarrett, Master M. Simpson, Miss Merle Welch, Miss Elsie Wreden, for Yokohama: Mr. H. S. Houghton, for Shanghai: Mr. B. M. Beville, Capt. A. Cornhill, Mr. A. F. Dane, Mr. A. J. Francis, Miss E. Hutchison, Miss J. Hutchison, Mr. R. M. Moore and Mr. E. S. Richards.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* arrived at Nagasaki on July 27th, at 6.30 a.m., left at 3 p.m. the same day, and is due at Shanghai on July 28th, at 2 p.m.

The *Furness* (Far East), Ltd. s.s. *Albion* is expected to arrive here from Shanghai on July 30th.

The B.I. s.s. *Takada* left Calcutta on July 28th, and is expected to arrive at Hongkong on or about August 13th.

The s.s. *Protestant* (Blue Funnel) left Cebu at daylight on July 28th for Hongkong, and is due here on July 29th, p.m.

The s.s. *Lanmedon* (Blue Funnel) left Liverpool on July 22nd for Hongkong, Shanghai, Taku and Dairen, and is due here on or about August 28th.

SHIPPING NOTE.

A French paper says that the Americans have inherited the taste of Germany in the construction of giant mail boats. They have just laid down on the stocks two steamers which will have a length of 205 metres, or over 1,000 feet. Their machines will have a force of 110,000 horse power with a speed of 20 knots, and they will be fitted for the transport of 3,000 passengers. The *Vaterland*, of which the Germans were proud, was only 274 metres long, the British *Laetonia*, 238 metres, and the *France* the largest French mail steamer, did not exceed 220 metres.

CANADIAN PACIFIC STEAMSHIPS LIMITED

EMPRESS OF CANADA

WILL SAIL FOR

VANCOUVER

via SHANGHAI, KOBE and YOKOHAMA

FRIDAY, JULY 28th,

AT 3 O'CLOCK P.M.

THIS POSTPONEMENT WILL NOT AFFECT DATE OF SAILING FROM YOKOHAMA NOR DATE OF ARRIVAL IN VANCOUVER.

PASSENGERS MAY GO ON BOARD THURSDAY.

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$577.07

Maximum Rate U.S.G. \$820.50

First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

s.s. "NANKING" s.s. "CHINA" s.s. "NILE"

August 10th. Sept 18th. Sept 28th.

Java Service

HONGKONG TO AMOY, SINGAPORE AND

JAVA PORTS.

S.S. "ARMANESTAN" S.S. "GORJISTAN"

On or about Aug. 5th. On or about Aug. 22nd.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

O. T. BURRIDGE, GENERAL AGENT.

FARMER'S BUILDING, 105 HONG KONG STREET.

TELEPHONE: PASSENGER DEPT. TEL: FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

CABLE ADD: "CHMAIL" [34]

SHIPBUILDERS
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FORGE MASTERS
OXY-ACETYLENE
ELECTRIC WELDERS
MECHANICAL &
ELECTRICAL
ENGINEERS

TAKOO DOCKYARD & ENGINEERING COMPANY
 OF HONGKONG, LIMITED.
 —DRY DOCK—
 Length 787 Feet.
 Length on Blocks 750 Feet.
 Depth on Centre of
 SH (H.W.O.S.T.) 34 ft. 6 ins.
 —THREE SLIPWAYS—
 Capable of Handling Ships up
 to 3,000 Tons Displacement.
 Electric Cranes at Sea Wall, Capable of
 Lifting 100 Tons at 70 Feet Radius.

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(John Swire & Sons, Ltd.)

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Tel. Address: "TAKOO DOCK", HONGKONG.

Telephone No. 312.

All Flags: "O" OTHER ALL-PORTS.

HONGKONG, CHINA & JAPAN

N. Y. K.

SAILINGS FOR THE ALTERNATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points to U.S.A. and Canada.

KAGA MARU (Calling Keelung) ... Friday, 18th Aug., at 11 a.m.

IYO MARU (Nagasaki direct) ... Saturday, 18th Sept., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HARUNA MARU ... Friday, 4th August, at 11 a.m.

KAMO MARU ... Friday, 18th August, at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.

TSUYAMA MARU ... Friday, 29th July.

LIVERPOOL via MARSEILLES and VALENCIA.

SADO MARU ... Friday, 29th July.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Tuesday, 15th Aug., at 11 a.m.

TANGO MARU ... Tuesday, 19th Sept., at 11 a.m.

NEW YORK via PANAMA.

TOBA MARU ... Saturday, 29th July.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

SOMBAY via Singapore and Colombo.

AKITA MARU ... Thursday, 10th August.

CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU ... Sunday, 6th August.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 18th Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SANUKI MARU ... Wednesday, 2nd August.

ATSUTA MARU ... Thursday, 3rd Aug., at 11 a.m.

KASHIMA MARU ... Thursday, 17th Aug., at 11 a.m.

For further information apply to—

Telephone Nos. 292 & 293.

NIPPON YUSEN KAISHA

K. H. KAMEI, Manager.

STRUTHERS & BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
FROM HONGKONG BY DIRECT ROUTE.

"Apus" ... Due Hongkong 18th Aug.

"West Ivan" ... Leave Hongkong 31st Aug.

Due Hongkong 1st Sept.

Leaves Hongkong 3rd Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH HILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA,

SAMARANG AND SOERABAYA.

"Bearport" ... Due Hongkong 11th Aug.

Leaves Hongkong 12th Aug.

Due Hongkong 1st Sept.

Leaves Hongkong 2nd Sept.

THROUGH-BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

1st Floor, Powell's Building, Phone No. 3003.

G. P. BRADFORD, Res. Agent.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJITAROEM	JAVA	in port	1st Aug.	BANKA & BATAVIA
TJIBODAS	JAVA	28th July	1st Aug.	SHANGHAI & JAPAN
TJILATJAP	JAVA	2nd Aug.	7th Aug.	SOERABAYA
TJIMANOEK	JAVA	9th Aug.	13th Aug.	AMOI, SHANGHAI & DAIRY
TJISONDARI	NORTH CHINA		11th Aug.	BATAVIA

WIRELESS TELEGRAPHY
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All necessary carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.
 Telephone No. 1574.
 York Building, Flr 1001.

VEREENIGDE NEDERLANDSCHE
SCHEEPVAARTMAATSCHAPPIJ
(United Netherlands Navigation Company)
HOLLAND-OOST AZIE LIJN
(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND

MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

Ballings, subject to alterations.

For Balling on or about

"ZOSMA" ... ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN, 1st Aug.

"SEMIPLAN" ... AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN, 1st Sept.

"GEMMA" ... ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN, 1st Oct.

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.

General Agents,
York Building.

VESSELS EXPECTED.

Apus (Blue Funnel), due September 4th.
Oslo (Blue Funnel), due August 4th.
Empress of Russia, due August 3rd.
Empress of Japan (B.I. Appear Line), due August 4th.
Haruna Maru (N.Y.K.), due August 4th.
Zeisler (Blue Funnel), due August 17th.
Zeisler (Blue Funnel), due August 18th.
Zeisler (Blue Funnel), due August 18th.
Zeisler (Blue Funnel), due August 18th.
Zeisler (Blue Funnel), due August 18th.
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Zeisler (Blue Funnel), due August 18th.
Zeisler (Blue Funnel), due August 18th.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK.

THE Steamship

"HALERIC"

Having arrived from the above Port. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Goods not cleared by the 1st August, will be subject to rent.
 All broken, chafed and damaged packages are to be left in the Godowns where they will be examined at 10 a.m. on the 1st August. Claims against the steamer must be presented within ten days of arrival, otherwise they will not be recognised.
 No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by THE BANK LINE, LTD.
 General Agents.
 Hongkong, July 25th, 1922. [1286]

THE EASTASIATIC CO., LTD.

COPENHAGEN.

THE M/S

"AFRIKA"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st of August, 1922, will be subject to rent.
 All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st of August, 1922, at 10 a.m.
 All claims must reach us before the 5th of August or they will not be recognised.
 No Fire Insurance will be effected.
 Bills of Lading will be countersigned by MANNERS & BACKHOUSE, LTD.
 Agents.
 [1285]

THE BEN LINE OF STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO',

LONDON AND STRAITS.

The Steamship "BENGLOE"

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st August, will be subject to rent.
 All Claims against the Steamer must be presented to the Underwriters on or before the 15th August, or they will not be recognised.
 All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st August, at 10 a.m.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. LTD.
 Agents.
 Hongkong, 25th July, 1922. [1287]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO'S STEAMER
"ALIPORE"

ARRIVED HONGKONG ON 25th JULY, 1922.

FROM BOMBAY & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are sorted.

This vessel brings on Cargo—
 From PERSIAN GULF, ex S.S. BISHN and B. & P.S.N. Co's Steamers.
 Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.
 Goods not cleared within 8 days, including date of arrival will be subject to rent.
 No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors Messrs. GODDARD & DOUGLAS, 111, M. on MONDAY and TUESDAY.
 All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.
 No Claims will be admitted after the goods have left the Godown.

MAKINNON, MACKENZIE & CO., Agents.
 Hongkong, 26th July, 1922. [1284]

ON SALE

BIND VOLUMES of the HONGKONG
 WEEKLY PRESS, July to December
 1921.
 With Index. Price \$7.50.
 On sale at the Hongkong Daily Press.

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

HOMEWARDS.

S.S. "CITY OF CAMBRIDGE" ... 3rd Aug. ... Havre, London, Antwerp & Hamburg.
 S.S. "CITY OF MANCHESTER" ... 28th Aug. ... Havre, London, Antwerp & Hamburg.
 Subject to change without notice.
 For particulars of freight and passenger rates apply to—

THE BANK LINE, LTD.

or BEISS & Co., Canton

General Agents.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

JOHN S.S. CO., LTD. and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "EUMAEUS" ... via Suez Canal ... 5th August
 S.S. "TELEMACHUS" ... via Suez Canal ... 15th August
 S.S. "CITY OF BAGDAD" ... via Suez Canal ... 25th August

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG

(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON.

BEISS & CO., CANTON.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATIONS.	STEAMERS & DISPLACEMENT.	SAILING DATES.
SHANGHAI, KOBE & YOKOHAMA.	"CORDILLERE" 10,000	On or about 4th Aug.
	"AMAZONE" 11,000	On or about 18th Aug.
	"ANGKOR" 15,000	On or about 1st Sept.
MARSEILLES, via HAIKONG, SAIGON, SINGAPORE, PENANG, COLOMBO, ADE, SUEZ, DIBOUTH, PORT SAID.	"ANDRE LEBON" 22,000	On or about 8th Aug.
	"AMBOISE" 16,000	On or about 22nd Aug.
	"CORDILLERE" 11,000	On or about 5th Sept.

COMMERCIAL LINE

TUNIS, HARVE, DUN, KIRK & ANTWERP. Direct.

Also service to BORDEAUX, HAVRE, DUNKERQUE, & ANTWERP. (ON APPLICATION)

For further particulars, etc., apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

Telephone 740.

A. JOBARD, Acting Agent, Queen's Building.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Speed Coast Steamers having good accommodations for first-class passengers, electric light and fast mail service.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 of 10 Days)

HAICHING ... Capt. J. B. Thomson ... Friday, 28th July, at 1 p.m.
 HAICHING ... Capt. W. C. Pasmore ... Friday, 4th Aug., at 1 p.m.

Arrival and Departure from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO., General Manager.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. CO., LTD.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hekow & Pakhoi

S.S. "TAIKWA MARU" ... on or about 4th Aug.

FOR KEELUNG via Swatow & Amoy

S.S. "HOZU MARU" ... on or about 4th Aug.

For further particulars, please apply to—

P. MITARAI, Agent.

Branch Office:
 No. 27 Bank Street, West,
 Tel. No. 154.

Top Floor, King's Building,
 Tel. No. 140.

P. & O. British India
Apcar and
Eastern & Australian
Lines

COMPANIES Incorporated in ENGLAND

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

Ship	Tonnage	From Hongkong (about)	Destination
"KASHGAR"	9,000	30th July, 4 p.m.	Singapore, Penang, Colombo, Bombay, Aden, Port Said, Marseilles, Gibraltar, Plymouth & London.
"SICILIA"	8,702	16th Aug.	Spore, Penang, Colombo & Bombay
"SARINIA"	4,580	16th Aug.	Marseilles, London & Antwerp.
"JEVPORE"	5,318	29th Aug.	do.
"DEVANHA"	8,092	30th Aug.	do.
"NOVARA"	4,850	13th Sept.	do.
"MACEDONIA"	10,512	27th Sept.	(Bombay, Marseilles, London & Antwerp.)
"KAIYAN"	8,987	11th Oct.	Marseilles, London & Antwerp.
"DONGOLA"	8,056	25th Oct.	do.
"KHYRFE"	8,000	8th Nov.	do.
"NANKIN"	7,000	22nd Nov.	do.
"KARMALA"	9,000	6th Dec.	Pomboy, Marseilles, London & Antwerp.
"KARHAR"	9,000	20th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,300	3rd Jan., 1928	do.

BRITISH INDIA - APCAR SAILINGS

"JAPAN" 6,082 3rd Aug. Calcutta via Singapore & Penang

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS" 4,000 3rd Aug. Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
 S. Cals Sandakan.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

Ship	Tonnage	From Hongkong (about)	Destination
"ALIPPORE"	5,374	28th July, 4 p.m.	Kobe.
"DEVANHA"	8,092	1st Aug.	Shanghai & Japan.
"SICILIA"	4,702	3rd Aug.	Shanghai only.
"EASTERN"	4,000	5th Aug.	Kobe & Yokohama.
"GREGORY APCAR"	4,649	6th Aug.	Shanghai & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by R.L.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cables are fitted with Electric Fans free of charge.

Parcels measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Fare, Freight, Handbooks, etc., apply to—

Cargo only.

MACKINNON, MACKENZIE & CO.

12 Des Voeux Road Central, HONGKONG.

Agents.

(1)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM, ANTWERP, MARSEILLES

Monthly: "Argon Maru" ... Monday, 14th Aug.

HUSKON AIR ... Tuesday, 22nd Aug.

CAPE TOWN ... Tuesday, 22nd Aug.

CANDA MARU ... Tuesday, 22nd Aug.

KOMBAY ... Tuesday, 22nd Aug.

HONOLULU MARU ... Tuesday, 22nd Aug.

SAIGON, BANGKOK ... Tuesday, 22nd Aug.

KISHU MARU ... Tuesday, 22nd Aug.

CALCUTTA ... Tuesday, 22nd Aug.

ANNAN MARU ... Tuesday, 22nd Aug.

VICTORIA ... Tuesday, 22nd Aug.

MANILA MARU ... Tuesday, 22nd Aug.

NEW YORK ... Tuesday, 22nd Aug.

EAGLE MARU ... Tuesday, 22nd Aug.

NEW ORLEANS ... Tuesday, 22nd Aug.

SUMATRA MARU ... Tuesday, 22nd Aug.

JAPAN PORTS ... Tuesday, 22nd Aug.

KEELUNG ... Tuesday, 22nd Aug.

AMAKUSA MARU ... Tuesday, 22nd Aug.

TAKAO ... Tuesday, 22nd Aug.

Tel. No. 4000.

Y. YAMADA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamer.

For BOSTON

and

NEW YORK

S.S. "MOORISH PRINCE" ... 1st August

For Freight and full particulars apply to—

FURNES (FAR EAST) LIMITED

(Incorporated in Great Britain)

St. George's Building.

Telephone 2166.

Telegrams (if appropriate)

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Ship	To	Sail
HONGKONG	"PAKHUI"	On 28th July, 10 a.m.	
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 28th July, 4 p.m.	
SHANGHAI & TSINGTAO	"SZECHUEN"	On 28th July, 4 p.m.	
HOHOW & BANGKOK	"LINAN"	On 30th July, 9 a.m.	
SWATOW & SHANGHAI	"KWEILIT"	On 30th July, 10 a.m.	
HOHOW, PAKHOI & HAIPHONG	"KAIPOH"	On 1st Aug., D.L.	
SWATOW, SHANGHAI & TSINGTAO	"YINGKOW"	On 1st Aug., noon.	
SWATOW & BANGKOK	"KIANGSU"	On 1st Aug., 2 p.m.	

SHANGHAI LINE—PASSENGER, MAILS AND CARGO
 Regular service to Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through bills of lading to all ports and Northern China. Passengers are landed in Shanghai, awaiting transshipment at Weiping.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.)
 Agents.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.)

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILING SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila & Australian Ports
"TAIWAN"	In port.	28th July, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fare Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
 For Freight and passage apply to— BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.), Agents.
 Telephone No. 35

SIAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

FOR	STEAMER	TO SAIL
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For further particulars apply to—

Butterfield & Swire
 (JOHN SWIRE & SONS, LTD.), Agents.
 Telephone No. 35

PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports US\$820.50 First Class

Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU

S.S. "PRESIDENT LINCOLN" ... Aug. 2nd ... Sept. 14th

S.S. "PRESIDENT LINCOLN" (formerly "HOOSIER STATE")

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HONGKONG-CALCUTTA SERVICE

SINGAPORE, PENANG, RANGOON and CALCUTTA.

S.S. "LAKE FAULK" ... July 28th, at Noon.

TAMPA INTER-OCEAN S.S. CO.

(For HAVANA, NEW ORLEANS, NEW YORK)

S.S. "HEFFRON" ... Aug. 19th.

S.S. "VICTORIOUS" ... Sept. 5th.

Sailings and Fares Subject to change without Notice.

For full information regarding rates, routes, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141.

Cable Address "SOLANO"

Union Building, Hongkong.

AGENTS AT CANTON—BEISS & Co.

(2)

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

S.S. "EGREMONT CASTLE" ... sailing on or about 8th August.

S.S. "DACHE CASTLE" ... Middle of September.

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TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

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FOR SHANGHAI

S.S. "TRACIA" ... sailing on or about 10th August.

FOR BRINDISI, VENICE & TRIESTE

S.S. "TRACIA" ... sailing on or about 25th August.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMONA" ... sailing 20th August.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

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POST OFFICE NOTICE

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Kwailia ...	28th July.
SEANGHAI	Yingchow ...	29th July.
CANADA, U.S.A. JAPAN AND SHANGHAI	Pres. Grant ...	30th July.
LONDON (Parcel Mail 30th June).	Donahoe ...	1st August.
CALCUTTA & STRAITS	Savali Maru ...	1st August.
JAPAN AND SHANGHAI	Hanuma Maru ...	3rd August.

OUTWARD MAILS.

FOR	PER	DATE
Fert Bayard, Hoihow & Halphong	Rano ...	Friday, 28th, 7.30 A.M.
Seigon	Tuyana Maru ...	Friday, 29th, 9.00 A.M.
Philippine Islands	Robert Dollar ...	Friday, 29th, 10.00 A.M.
Swatow, Amoy and Fuchow	Haiching ...	Friday, 29th, Noon
Shanghai, N. China, Japan, Canada	Express of Canada	Registration 12.15 P.M.
U.S.A. Centre	Letters ...	1.00 P.M.
EUROPE via ...	Registration ...	1.00 P.M.
due Vancouver B.C. August 14th	Registration ...	1.00 P.M.
Philippine Islands	Tuyana ...	Friday, 29th, 1.45 P.M.
Philippine Islands, Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island about 11th August	Alipore ...	Friday, 29th, 2.30 P.M.
Japan	Kusuhub ...	Friday, 29th, 5.00 P.M.
Tourane	Registration ...	5.00 P.M.
Straits and Calcutta	Kusuhub ...	Saturday, 30th, 1.00 P.M.
Wei Hai Wei and Chefoo	Huichow ...	Saturday, 30th, 2.30 P.M.
Shanghai and North China	Szechuen ...	Saturday, 30th, 3.00 P.M.
Straits, Capron, Mauritius, L.	Kusuhub ...	Saturday, 30th, 5.00 P.M.
Marques, South Africa, India	Registration ...	5.00 P.M.
Dhanushkodi, Bombay, Aden, Egypt	Letters ...	5.00 P.M.
& EUROPE via MARSEILLES	Registration ...	5.00 P.M.
due Marseilles 3rd September	Registration ...	5.00 P.M.
Keelung, Shanghai, North China	Registration ...	5.00 P.M.
Honolulu, Canada, U.S.A. Centre	Registration ...	5.00 P.M.
& South America & EUROPE via	Registration ...	5.00 P.M.
SAN FRANCISCO—due San	Registration ...	5.00 P.M.
Francisco 28th August	Registration ...	5.00 P.M.
Philippine Islands	Registration ...	5.00 P.M.
Hoihow and Bangkok	Registration ...	5.00 P.M.
Swatow, Amoy and Keelung	Registration ...	5.00 P.M.
Sandakan, Australia and New Zealand	Registration ...	5.00 P.M.
via Darwin—due Thursday Island	Registration ...	5.00 P.M.
12th August	Registration ...	5.00 P.M.
Philippine Islands	Registration ...	5.00 P.M.
Hoihow, Pakhoi and Halphong	Registration ...	5.00 P.M.
Java and Port Moresby via Batavia	Registration ...	5.00 P.M.
Swatow and Bangkok	Registration ...	5.00 P.M.
Seigon	Registration ...	5.00 P.M.
Sandakan	Registration ...	5.00 P.M.
Swatow, Amoy and Fuchow	Registration ...	5.00 P.M.
Halphong, Saigon, Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Aden, Egypt & EUROPE via MARSEILLES—due Marseilles 11th September	Registration ...	5.00 P.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE

"GLAUCUS" 7TH AUG. London, Rotterdam & Hamburg.
 "JASON" 14TH AUG. London, Antwerp & Hamburg.
 "MENTOR" 21ST AUG. London, Amsterdam & Antwerp.
 "THESEUS" 4TH SEPT. London, Amsterdam & Antwerp.

LIVERPOOL SERVICE

"MEMNON" 5TH AUG. Genoa, Liverpool & Glasgow.
 "KEEMUN" 8TH AUG. Genoa, Marseilles, Havre & Liverpool.
 "MAOHAON" 21ST AUG. Marseilles, Havre & Liverpool.

PACIFIC SERVICE

"PROTESILAUS" 1ST AUG. Victoria, Seattle & Vancouver.
 "IXION" 29TH AUG.

NEW YORK SERVICE

"EUMAEUS" 5TH AUG. via Suez.
 "TELEMACHUS" 15TH AUG. via Suez.

PASSENGER SERVICE

"THRESIAS" 19TH AUG. for Shanghai & Japan.
 "MENTOR" 21ST AUG. for Singapore & London.
 "THRESIAS" 25TH SEPT. for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE (Sole Agents for Suez, etc.) AGENTS

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BRANCH OFFICES: Peking, Tientsin, Hankow, Canton, Hongkong, Singapore, Manila, San Francisco.

D. M. BIGGAR, Manager.

COMMERCIAL

OPENING QUOTATIONS

		27th July, 1922
ON LONDON---		
Telegraphic Transfer	...	3/7
Bank Bill, on demand	...	3/7 1/16
Bank Bill, at 30 days sight	...	3/7 1/16
Bank Bills, at 6 months sight	...	3/7 1/16
Credits, at 4 months sight	...	3/7 1/16
Documentary Bills & months	...	3/8
ON PARIS---		
Bank Bills, on demand	...	895
Credits, 4 months sight	...	720
ON NEW YORK---		
Bank Bills, on demand	...	57 1/2
Credits, at 60 days sight	...	56 1/2
ON BOMBAY---		
Telegraphic Transfer	...	198 1/2
Bank Bills, on demand	...	198 1/2
ON CALCUTTA---		
Telegraphic Transfer	...	198 1/2
Bank Bills, on demand	...	198 1/2
ON SHANGHAI---		
Bank Bills, at sight	...	120
Private, 30 days sight	...	116
ON YOKOHAMA---	On demand	111
ON MANILA---	On demand	111
ON SINGAPORE---	On demand	111
ON BATAVIA---	On demand	111
ON HONGKONG---	On demand	111
ON SAIGON---	On demand	111
ON RANGOON---	On demand	111
SOVEREIGN, Bank's Buying rate		2.80 0/0
Gold Leaf 100 fine per tael		44.20
BAR SILVER per oz.		35 1/2